URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6

September 16, 1991
to October 21, 1991

Agendas / minutes
Transport and E
Committee of C

URBAN MUNICIPAL
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K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

71 MAIN STREET WEST
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1991 September 11

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 September 16
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL
SEP 17 1991
GOVERNMENT DOCUMENTS

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

DELEGATIONS:

A. 9:30 a.m. Public Meeting regarding a by-law for the stopping-up and closure of:

(a) The Road Allowances on Elgin Street from 90m North of Wilson Street to 45m South of Cannon Street, and on Kelly Street from 55m East of Mary Street to 60m West of Ferguson Avenue, and;

(b) The Alleyway South of Cannon Between Ferguson and Elgin Streets.

B. 9:45 a.m. Public Meeting regarding the stopping up, closure and sale of the portion of the North/South Alleyway at the rear of 34 Thorndale Street North.

C. 10:00 a.m. Trial Road Closure at Bay and Markland Streets.

1. **ADOPTION OF MINUTES:**

Minutes of the Meeting held Monday, August 19, 1991

2. **CITY SOLICITOR:**

2.1 By-law to authorize the construction of Local improvements of concrete sidewalks on the east side of Centennial Parkway between Hamilton/Stoney Creek City limits and Vineyard Road - $23,748.00

2.2 By-law to authorize the construction of Local improvements of concrete sidewalks on the south side of Limeridge Road between Upper Sherman and Hydro Right-of-Way - $43,300.00

3. **DIRECTOR OF PROPERTY:**

3.1 Former Public Works Yard, Mohawk Road East at Warren (Request from Green Homes Co-op Inc.)

3.2 Disposal of 24 Residential Building Lots - Mohawk Road East at Warren Avenue (former Public Works Yard) - Bud Sinclair

3.3 Settlement of Expropriation, Kee-Salvalaggio Ltd. Part of 480 Rymal Road West

4. **DIRECTOR OF PUBLIC WORKS:**

4.1 Elimination of Grass from Household Garbage

4.2 Proposed Construction of an Independent Concrete Curb on Leaside Road (North Side) from Brighton Avenue to Dunn Avenue

5. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES:**

5.1 King Street West, between Sterling and South Oval
- Temporary Road Closure, September 13 and 14, 1991

5.2 1991 Servicing Expenditures Related to Subdivisions
- Eastgate Heights Extension and Queenston Heights

5.3 Incorporating certain City lands into various streets by By-Law

5.4 Proposed Home Improvement Centre - Roadway Improvements and Intersection Realignment East Side of Centennial parkway at Arrowsmith Road

5.5 Rondar Inc. - PCB Destruction for National Slag Limited at 139 Windermere Road in Hamilton

6. **DIRECTOR OF TRAFFIC SERVICES:**

6.1 **Parking Regulations**

i) Glencarry Avenue, between King Street and Lucerne Avenue

ii) Norfolk Street North between Main Street and Sanders Boulevard

iii) Crockett Street between East 34th Street and East 35th Street

iv) Milton Avenue

v) Delmar Drive

vi) West side of Hess Street North between Napier Street and Peter Street

vii) South side of Picton Street East between John Street North and Catharine Street North

viii) King William Street

ix) South side of Luscombe Street, west of Upper Wellington Street

x) East side of Southwood Drive between Fennell Avenue and Morningside Drive

xi) West Avenue South, south of King Street East

xii) South side of Maplewood Avenue, east of Sherman Avenue

xiii) West side of Lottridge Street, north of Clinton Street

xiv) West side of Railway Street, north of Cannon Street West

xv) Freeman Place and Mountwood Avenue (previously tabled)

xvi) South side of Napier Street between Pearl Street and Wellesley Street

6.2 **Handicapped Parking**

i) 68 Burton Street

ii) 10 and 14 Holmes Avenue

iii) 185 Campbell Avenue

iv) 35 Shaw Street

v) 158 Gibson Street Avenue

vi) 40 Somerset Avenue

6.3 **Intersection Control**

i) Tom Street and Devonport Street

ii) Caroga Court and Morgan Road

iii) Brigade Drive and Republic Avenue

iv) Dundonald Avenue and Kimberley Drive

v) Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive

vi) Shadyside Avenue and Halam Avenue

6.4 Mount Albion Road - Lane Control

6.5 Apartment building at 46 Bold Street - Application for a Time Limit Exemption Permit

6.6 212 MácNab Street North - Discharge of Residential Boulevard Parking Agreement

6.7 Relocation of the School Crossing Guard from Maplewood Avenue & Norway Avenue to Maplewood Avenue & Springer Avenue

7. **MAYOR R. M. MORROW:**

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North and East Neighbourhood (previously tabled)

8. **SECRETARY TRANSPORT AND ENVIRONMENT COMMITTEE:**

1991 Fall Meeting - Air and Waste Management Association
Hockley Valley, September 22 - 24, 1991

9. **ALDERMAN B. HINKLEY:**

Bulk Garbage Collection (previously tabled)

10. **ALDERMAN D. AGOSTINO:**

10.1 Permit Parking Request - Wentworth Condominium Corporation No. 13, 26 Glenburn Court and 6 Riverdale Drive

10.2 Placement of Overhead Wires in an Underground Area - 150 and 154 Kenora Avenue

11. **OTHER BUSINESS**

12. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Pedestrian Crossings	August 20, 1990	Mr. M. Main	Pending
2.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
3.	Snow Clearing Charges 575 James Street North	April 15, 1991	Ald. V. Agro	Tabled
4.	Closure of E/W alley South of King St. E. between John & Catharine Streets	July 22, 1991	Mr. G. Aston	Tabled
5.	Truck Traffic on Lloyd Street	July 22, 1991	Ald. D. Drury	Action Pending

September 12, 1991

T. Agnello
Secretary

A.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 6
T103 03 (284) J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

a) Rescinding of Alleyway Closure Resolution from 1986:
South of Cannon Between Ferguson and Elgin Streets.

b) Proposed Road Allowance Closure:
Elgin Street from 90m North of Wilson Street to 45m South of Cannon Street,
Kelly Street from 55m East of Mary Street to 60m West of Ferguson Avenue

c) Proposed Alleyway Closure:
South of Cannon Between Ferguson and Elgin Streets.

RECOMMENDATION:

A. That the approval granted by City Council on August 26, 1986 in adopting Item 26 of the 15th Report of the Transport and Environment Committee to close the "North/South" public unassumed alleyway south of Cannon Street between Ferguson Street and Elgin Street, be rescinded;

B.

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law to stop up, close and retain the road allowance of Elgin Street, from 90m North of Wilson Street to 45m South of Cannon Street, and Kelly Street, from 55m East of Mary Street to 60m West of Ferguson Avenue;

ii) That the Commissioner of Transportation/Environmental Services, on behalf of the City, prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowances and alleyway are to be included in the proposed Beasley Park;

Continued ...

Continued ...

iii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

iv) That the City of Hamilton provide a 6m easement to the Region for the existing 150mm watermain, 300mm and 375mm combined sewers in the proposed closure area;

v) That the City of Hamilton provide a 1m easement to Union Gas for their underground plant;

vi) That the City of Hamilton provide a 6m easement to Hamilton Hydro-Electric System for a duct run on Elgin Street with a provision for a second duct run at a later date, and for a major distribution line and truck access to a manhole at the intersection of Kelly and Elgin Streets;

vii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

viii) That the City of Hamilton provide an access for Ontario Hydro to their Transformer Station from Elgin Street;

ix) That the City of Hamilton provide a 3m easement to Bell Canada for their underground plant;

C.

i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1980, for an order to stop-up and close the North/South unassumed alleyway south of Cannon Street between Ferguson Avenue and Elgin Street;

ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alleyway to be closed;

Continued ...

Continued ...

iii) That the documentation regarding the application to the District Court Judge be prepared by the Commissioner of Transportation/Environmental Services, to the satisfaction of the City Solicitor;

iv) That the Commissioner of Transportation/Environmental Services, on behalf of the City, prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowances and alleyway are to be included in the proposed Beasley Park;

v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

vi) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

D.

Provided the Judge's Order to close the public unassumed alleyway is granted:

That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the City to retain title of the closed alleyway;

Ted Gall

for L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Continued ...

Continued ...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City of Hamilton Public Works Department has requested the closure of Elgin Street from 90m north of Wilson and 45m south of Cannon and Kelly Street from 55m east of Mary and 60m west of Ferguson and the North/South unassumed alleyway south of Cannon Between Ferguson and Elgin, for the expansion of Central/Beasley Park.

An application to close the above-noted alleyway was made by Lockwood Motors Ltd. in 1986. Council approved the application on August 26, 1986.

We have been advised by the Law Department that the applicant did not agree with the price recommended by the Property Department and despite letters to the applicant to resolve the matter there has been no response by the applicant to complete the transaction.

The Law Department informed the applicant in June of this year that failure on the part of the applicant to complete the sale of the property in 30 days would result in a recommendation to Council that the resolution for the closure to be rescinded. The applicant has not responded to the Law Department request as of September 3, 1991 and we now recommend that the previous resolution regarding the closure be rescinded.

We have circulated notice of the proposed closures to the affected municipal departments and public utilities and no objections have been submitted, provided that the appropriate easements are arranged.

Three hundred thirty five notices were sent out to the area residents and businesses and forty were returned to us. Twenty responses were in favour and twenty were opposed. The concerns pertained to the re-routing of traffic and lack of on street parking.

The Board of Education for the City of Hamilton has requested that access to their parking lot off Kelly Street remain unchanged. This has been incorporated into the development plans.

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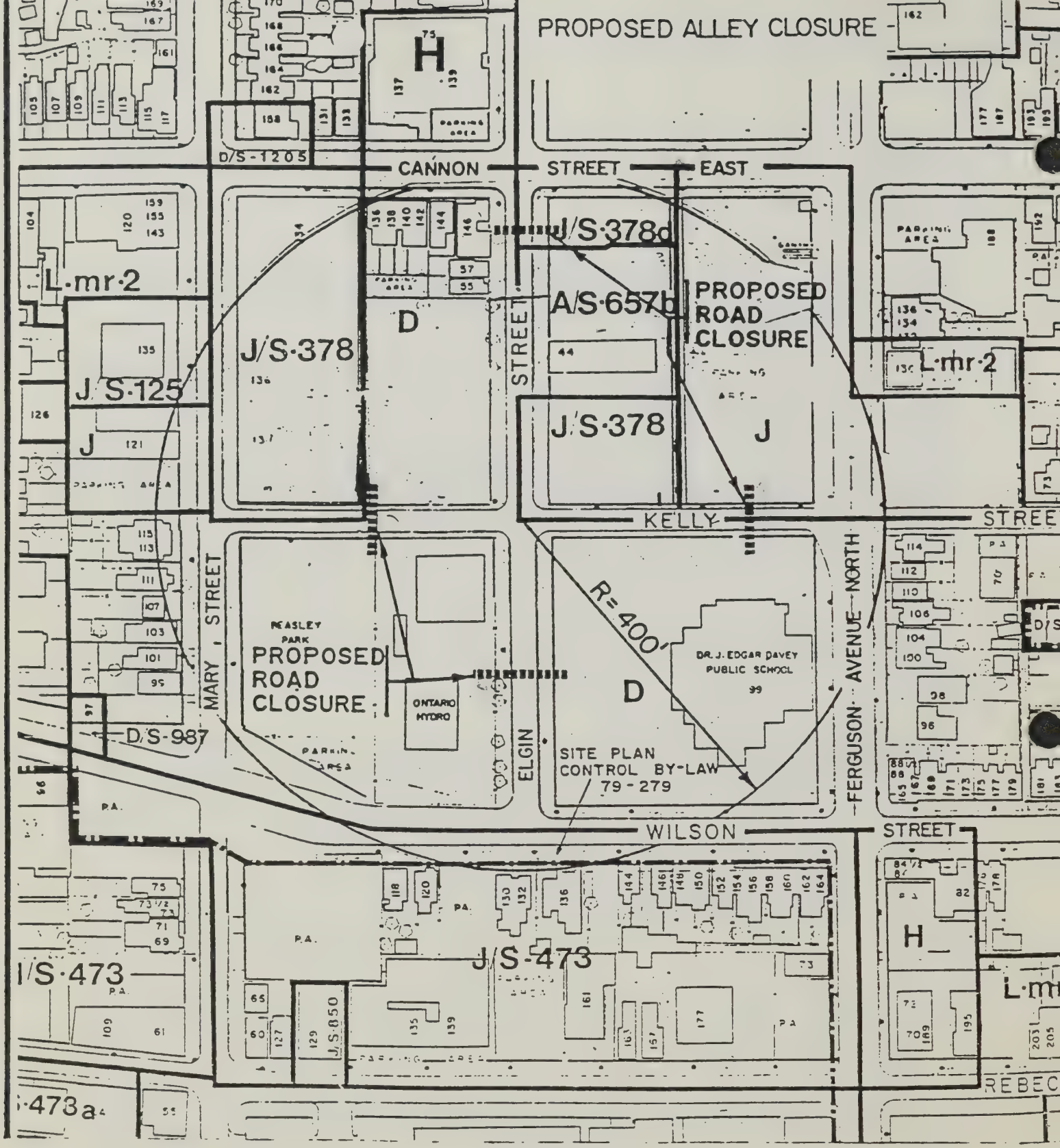
Ritlyn Investments Limited has indicated strong opposition to the proposed closure as they feel that the closure of Elgin Street would make it more difficult to give directions to the Wilson Medical Centre to their clients.

Carter GM 1990 Limited is also opposed and has indicated that customers will, in some cases, be required to travel four extra blocks in order to reach the Carter Chev - Olds site.

The proposed closures are located in the Beasley Neighbourhood which has an approved Neighbourhood Plan. These road closures form a part of the Neighbourhood Plan. We have received no objection to the proposed alleyway closure.

JKC:sed

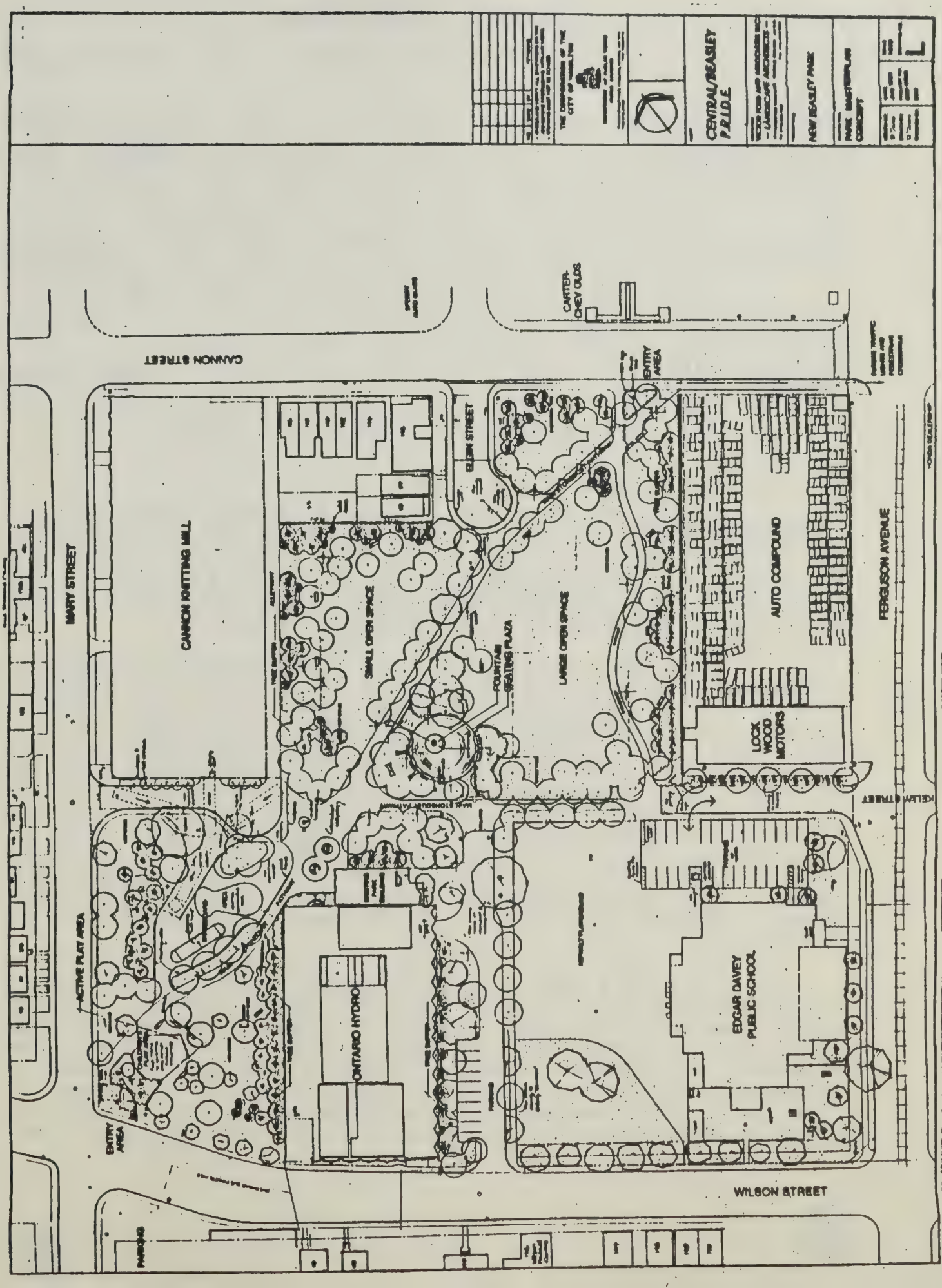
cc: A. Zuidema, Law Department
cc: Alderman V. Agro
cc: Alderman Wm. McCulloch



PROPOSED ALLEY CLOSURE

SOUTH OF CANNON STREET

BETWEEN FERGUSON & SALEM


CENTRAL/BEASLEY PRIDE
NEW BEASLEY PARK
CANNON STREET
MARY STREET
CANNON KNITTING MILL
ELGIN STREET
ENTRY AREA
SMALL OPEN SPACE
FOUNTAIN SEATING PLAZA
LARGE OPEN SPACE
AUTO COMPOUND
FERGUSON AVENUE
LOCK WOOD MOTORS
KELLAM STREET
ACTIVE PLAY AREA
ONTARIO HYDRO
EDGAR DAVEY PUBLIC SCHOOL
WILSON STREET
PARKING

Evans, Husband
Barristers and Solicitors

RAMSEY A. EVANS, Q.C. (1947-1979)
J. ROSS HUSBAND, Q.C.
EARL R. CRANFIELD, Q.C.
FRED J. LEE, C.D., B.A., LL.B.
RALPH W. HAYMAN, B.A., LL.B.
JAMES D. HIGGINSON, B.A., LL.B.
JOHN A. EVANS, B.A.(HONS.), LL.B.
MICHAEL D. MACPHERSON, B.A.(HONS.), LL.B.
BRIAN D.B. HEAGLE, B.A., LL.B.

TELEPHONE (416) 528-0084
FAX (416) 528-7692

SUITE 901
20 HUGHSON STREET SOUTH
Hamilton, Ontario
CANADA L8N 2A1

August 15, 1991

RECEIVED
AUG 19 1991
LAW DEPARTMENT

City Solicitor
The Corporation of the City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Re: PROPOSAL TO CLOSE ELGIN & KELLY STREETS

Dear Sirs:

We act for Maurice C. Carter Holdings Limited who own property on Cannon Street East, between Cannon and Barton Street, and between Elgin and Ferguson Avenue. Our client has made us aware of some proposed road closures of streets within the area, which it is felt will have some adverse effect upon the business which our client operates in the property indicated.

From information that has been provided to us, we understand that it is the proposal of the City to close portions of Elgin Street between Wilson and Cannon, and Kelly Street between Mary and Ferguson. We recognize that there may be requirements which would necessitate notice to adjoining land owners, but that those requirements do not extend beyond a radius of four hundred feet from what we would refer to as the center of the affected lands. We submit that although the center of the affected lands may be at the corner of Elgin and Kelly Streets, the effects because of the road closures extending further, affect others, and in addition to which, since these road closures will affect some traffic patterns within the area which allow customers to our client's business, the effect is even greater.

We submit that our client should have some opportunity to present the views which it has with respect to these proposed road closures to the City, and to the departments of the City which will be interested in this. Maurice C. Carter, the principal of Maurice C. Carter Holdings Limited, has been a businessman in this area for many years. It will be recognized that the type of business which he operates has been an asset to not only this community, but also the City generally, and since

these proposed road closures will have some adverse effect upon the business, submissions should be allowed. Specifically, we are referring to the fact that business clientele for Carter, coming from the south and the west particularly, will be forced to use Ferguson Avenue North for access from Wilson Street, thereby necessitating crossing Cannon Street in order to gain access to the property. We recognize that with one way street patterns, an alternate to that route would be much lengthier and make it more difficult for customers of the business.

Briefly, these are some of the concerns and our submission is that Carter objects to the road closing and should be allowed to make representation wherever necessary, in order that proper consideration can be given to the City proposals.

Yours very truly,

EVANS, HUSBAND

Per:

Fred J. Lee

FJL/mm

B.

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 26
T103-03 (282) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Portion of Alleyway Closure: Rear of Number 34 Thorndale Avenue

RECOMMENDATION:

a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close a portion of the unassumed alleyway at the rear of Number 34 Thorndale Ave.

b) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

cont'd...

Proposed Alleyway Closure Rear of 34 Thornadale Ave.

Cont'd .....

f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

g) That the applicant provide an easement to Bell Canada for a pole line within the limits of the closure.

Provided the Judge's Order to close the highway is granted:

B.

a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

Ted Gill

for L. D. Turvey, P. Eng
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

A request has been received from N.A. Campbell, (Turkstra, Mazza, Shinehoft & Mihailovich Barristers & Solicitors, 15 Bold Street, Hamilton, L8P 1T3) solicitor representing M. McEachern an abutting owner, to close the subject alley as shown on the attached drawing.

The present alley system is in the block bounded by Sanders Boulevard, Norfolk Street, Main Street West and Thorndale Street. Parts of the subject alley have been illegally blocked off by the abutting residents, and we have received a request for closure from one of the abutting owners through their agent, for a closure of the alley at the rear of Number 34 Thorndale only.

We have circulated notice of closure to the affected municipal departments and public utilities, and no objections to this request were received. Bell Canada has indicated that an easement for their pole line in the closure area will be required.

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Proposed Closure: Portion of Alleyway at Rear of 34 Thorndale

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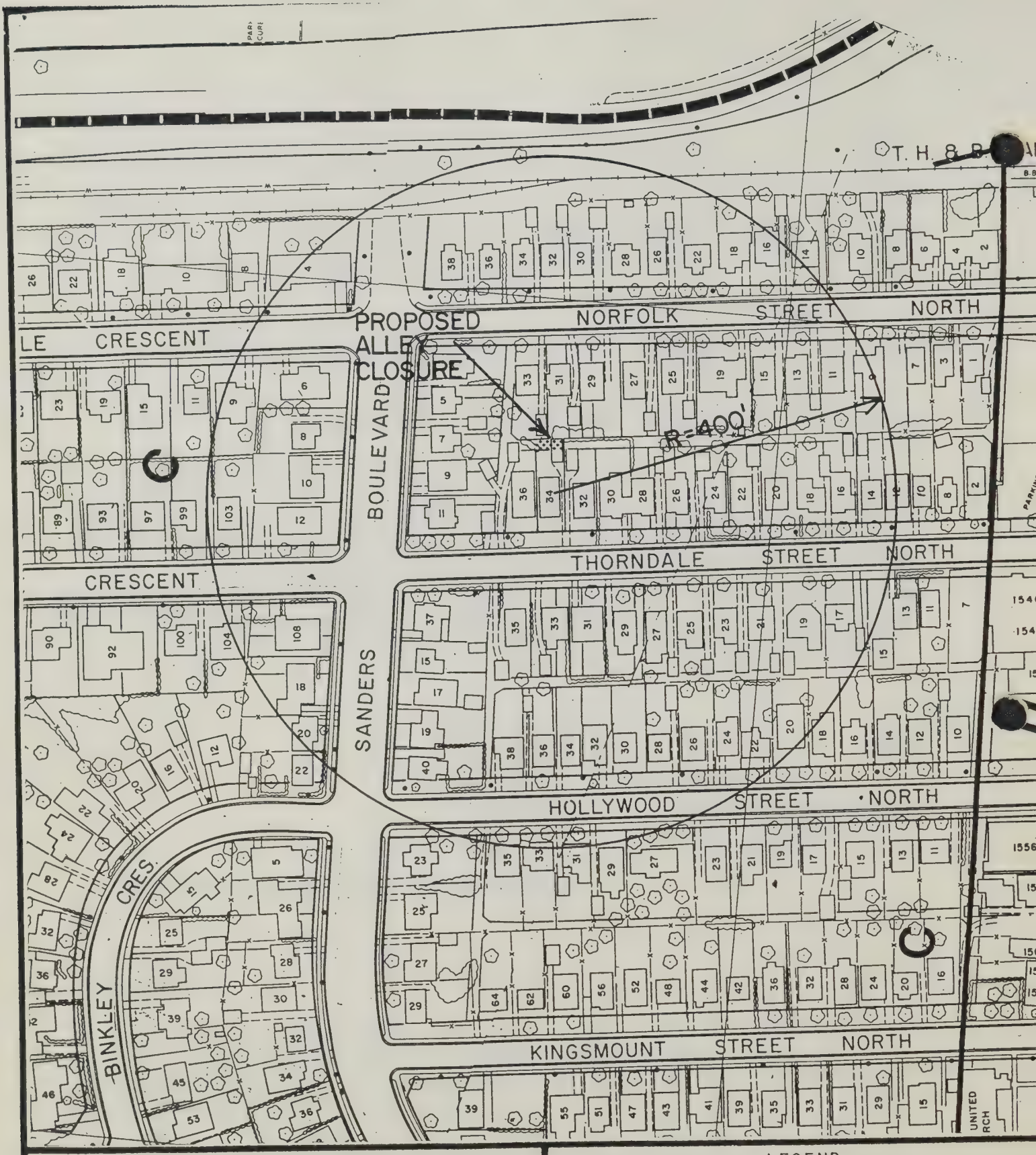
Circularization to area residents in now complete and the results are as follows:

Total number circularized - 62
In favour - 16 Opposed - 3 No Comment - 1 No Response - 42

Three area residents are opposed to this closure request. Two have failed to give a reason for their opposition and the third indicates that the proposal is unnecessary as closure area is a convenient access point for residents and students. Our investigation has revealed that the subject alleyway is presently being used by residents for sheds and gardens, and is effectively blocked off to pedestrian and vehicular traffic.
Since the Transport and Environment Committee has received an application from an abutting owner to close the alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

JKC:
Encl.

c.c. A. Zuidema City Solicitor's Department
c.c. Alderman M. Kiss
c.c. Alderman T. Cooke



LOCATION PLAN FOR PROPOSED ALLEY CLOSURE AT THE REAR OF 34 THORNDALE ST, N.

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

PROPOSED ALLEY CLOSURE

SCALE	FILE NO.	NORTH
N.T.S.	T103 (03) 282	

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

C.

E.R.A.

TO: Mr. M. F. Main, P.Eng.
Director of Traffic Services
Attention: Mr. M. Hazel
Manager of Community Traffic Services

YOUR FILE:

FROM: Miss Tina Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: A - TRIAL ROAD CLOSURE AT BAY AND MARKLAND STREETS

DATE: December 5, 1990

B - STUDY RESPECTING NORTH BOUND RIGHT TURN PROHIBITION AT THE INTERSECTION OF ABERDEEN AND QUEEN

At the Transport and Environment Committee meeting of December 3, 1990, the following resolution for staff action was passed:

Alderman Agro explained that at a public meeting held on November 4, 1990, members of the Durand Neighbourhood Association determined by vote that they would support a study to investigate the possibility of a road closure at Markland and Bay Streets.

A brief discussion regarding the possibility of a north bound right turn prohibition at Aberdeen and Queen Streets ensued.

After some debate the Committee directed that the following action be taken by staff:

(a) That the Traffic Department conduct a study regarding a trial road closure at Bay and Markland Streets and that the Regional Engineering Department be requested to circulate residents for a public meeting to be held to determine the implications of such change.

(b) That the study referred to in (a) include a traffic count of vehicles turning onto Markland from the James Mountain Road.

(c) That the above-noted study also include potential impacts of a north bound right turn prohibition at the intersection of Aberdeen and Queen Streets.

c.c. Mr. E. M. Gill, P.Eng.,
Acting Commissioner of Engineering
Attention: Mr. G. S. Atson, P.Eng.

Monday, August 19, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

Absent: Alderman V. Agro, Vice Chairman (City Business)
Mayor Robert M. Morrow (City Business)

Also present: Mr. L. Sage, C.A.O.
Ms. Bernice Price, Hamilton Safety Council
Mr. G. Aston, Engineering Department
Mr. M. Main, Director of Traffic Services
Mr. D. Lobo, Public Works Department
Mr. R. Meiers, Public Works Department
Mr. M. Watson, Property Department
Ms. T. Agnello, Secretary

1. **APPROVAL OF THE MINUTES**

1.1 The Minutes of the regular meeting held July 22, 1991 were approved, as circulated.

1.2 The Minutes of the special meeting held July 24, 1991 were approved, as circulated.

2. **DIRECTOR OF PROPERTY**

Right-of-way City owned land Parkdale Avenue North, north of Burlington Street. Philip Environmental Service Corporation.

As recommended by the Director of Property in a report dated August 9, 1991, the Committee recommended to Council as follows:

(a) That the agreement granting the Steel Company of Canada access over City owned lands used as an Industrial Spur Line on the west side of the most northerly portion of Parkdale Avenue North, approved by City Council December 27, 1955 as Item 8 of the 21st Report of the Committee of Works be terminated.

(b) That the City enter into a new agreement granting Philip Environmental Service Corp., during the pleasure of City Council, the use of a portion of the Industrial Spur Line, as public crossing, providing they assume full responsibility for the construction, maintenance and use of the crossing at their expense and that they indemnify and save harmless the City from all claims, damages and expenses it may be put to by reason of the construction and maintenance of such crossing and if in the opinion of the City the railway traffic at this location becomes heavy or congested and a grade separation is found necessary, this permission is to be rescinded. The area being requested is 74.3 square metres (800 square feet), more or less, being triangular in shape on the west side of the most northerly

portion of Parkdale Avenue North, for the sum of $1.00 plus legal fees in the amount of $500.00 be credited to Account Number CH4X999 00102 (Other Revenues - Reserve for Property Purchases). The agreement is to commence on the first day of the month following City Council's approval.

(c) That The Steel Company of Canada shall prepare a survey satisfactory to the Manager of Field Surveys, showing the exact area to be described in the agreement prior to the agreement being executed.

(d) That the lands granted by the City to Philip Environmental Service Corp. include an area sufficient enough to support the asphalted surface and also any side slopes on embankments required to support the driveway/road bed and the access design be acceptable to the City of Hamilton's Traffic Department.

(e) That the City Solicitor be authorized to prepare the necessary agreement documents.

(f) That the Mayor and City Clerk be authorized to execute the agreement documents.

3. DIRECTOR OF PUBLIC WORKS

3.1 Rightsizing - Two Mechanic's Helper Positions

As recommended by the Director of Public Works in a report dated August 7, 1991, the Committee recommended to Council as follows:

(a) That two presently vacant Mechanic's Helper Positions in the Fleet Services Division of the Public Works Department for an estimated annual savings of approximately $76,282.75 be eliminated.

(b) That two Equipment Mechanic II's positions (annual salaries estimated approximately $77,147.20) be reclassified to two Licensed Mechanics positions. (annual salaries estimated at approximately $90,316.83.)

The Chairman clarified that the net annual savings will be $63,113.12, not $53,113.62 as stated in the report.

3.2 UI Job Creation Section 25 Programme

As recommended by the Director of Public Works in a report dated August 15, 1991, the Committee recommended to Council as follows:

(a) That the Streets and Sanitation Division of the Public Works Department be authorized to make application to the Federal Government for the Canadian Job Strategies Unemployment Job Creation Section 25 Programme for funds totalling approximately fifteen thousand dollars ($15,000.) to employ two temporary full-time staff to assist in research and to establish a terms of reference and guidelines and, assist in the implementation of the following programmes: Poster Buster, Information Kiosk and Curb Ramping Programmes within the Public Works Department; and,

(b) That the Mayor and the City Clerk be authorized to sign the Federal/Municipal Agreement for the purpose of implementing the UI Job Creation Section 25; and,

(c) That the Law Department be authorized to execute the Agreement referred to in (b); and,

(d) That the Treasury Department be authorized to execute the financial administration of the UI Job Creation Section 25.

4. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

4.1 **R. T. Recycling Technology Inc. Application for a Certificate of Approval for a Waste Processing Site**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated July 26, 1991, the Committee recommended to Council as follows:

> That the Commissioner of Transportation/Environmental Services be authorized, on behalf of the City of Hamilton, to inform the Ministry of the Environment that the City supports the R. T. Recycling Technology Inc. application for a Certificate of Approval to operate a solid waste processing facility to be located at 20 Warrington Street in Hamilton, provided that the proponent satisfies all development and operation standards required by the City of Hamilton, the Region of Hamilton-Wentworth, and the Ministry of the Environment.

4.2 **Hotz and Sons Company Amendment of Certificate for the Household Hazardous Waste Disposal Program**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated July 26, 1991, the Committee recommended to Council as follows:

> That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton supports the application by Hotz and Sons Company, the Region's Household Hazardous Waste Disposal Program Contractor, to have its Provisional Certificate of Approval amended to permit the company to receive hazardous wastes from small quantity waste generators.

A discussion ensued regarding the fact that the hazardous waste facilities are not open during weekdays.

The Committee directed the staff to investigate the possibility of opening the hazardous waste facilities during the week and report back with the findings.

4.3 **Return of lands known as Parts 3 & 4 on Plan 62R-10628, acquired in a land severence, to the former owner**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 8, 1991, the Committee recommended to Council as follows:

(a) That approval be given to transfer Parts 3 and 4 on Plan 62R-10628 to the former owner for $1.00 as these lands conveyed to the City for roadwidening purposes through severance, are no longer required for this purpose.

(b) That the Director of Property be authorized to prepare the necessary Offer to Purchase.

(c) That the City Solicitor be authorized to prepare the deed or deeds conveying the aforementioned parts from the City to the former owner.

4.4 **1991 Servicing Expenditures Related to Subdivisions Future Servicing Costs Related to Land Severance Application South Hill - Phase 2**

As recommended in a report from the Commissioner of Transportation/Environmental Service in a report dated August 9, 1991, the Committee recommended to Council as follows:

(a) That the submitted schedule, be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in:

SOUTH HILL - PHASE 2, HAMILTON

City's Share - NIL, Subdivider's Share - $105,256.12

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement between the City and the owners of South Hill - Phase 2 subdivision.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk,provided that he enters into a Standard Agreement for Pre-Servicing.

(e) That the Mayor and City Clerk be authorized and directed to execute a Modified Subdivision Agreement with Mr. Luciano Filice, owner of the land at 327 Stone Church Road East, provided that Mr. Filice pays for his portion of the City Services along a future street adjacent to his property when the street is built and that the Modified Subdivision Agreement is to be in a form satisfactory to the City Solicitor and the Commissioner of Transportation/Environmental Services.

(f) That the following clause be added to the City Modified Subdivision agreement to be executed by Mr. Filice and the City of Hamilton.

> "The owner(s) for itself, its heirs, successors and assigns covenants, agrees and acknowledges to the City that in the event that the land being severed and land being retained is subsequently subdivided and/or developed and/or severed that the then land owner(s) shall be required to pay to the City costs for the City's services in the roadway propose along the westerly limit of the land being retained and the land being severed, extending from the Stone Church Road to the northerly limit of the property. The phrase "the City services" includes road, sidewalks, curb, street trees, street lighting and land costs."

4.5 **East 34th Street Residents' Committee Street Dance & Barbecue - Temporary road closure, July 20, 1991**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 9, 1991, the Committee recommended to Council as follows:

> The application of Mr. Duncan Morrison on behalf of the East 34th Street Residents' Committee (277 East 34th Street) to temporarily close East 34th Street between Fennell Avenue East and Brucedale Avenue East to hold a

barbecue and street dance on Saturday, July 20, 1991, from 3:00 p.m. to 12:00 midnight, subject to the following conditions:

(a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(b) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadway and at the expense of the organizing group;

(c) That the applicant ensure that clean-up operations will be carried out by 12:00 midnight on July 20, 1991, immediately before the re-opening of the street, at no cost to the City;

4.6 **Ontario March of Dimes - Street Dance on Jarvis Street - Temporary road closure, August 16, 1991**

Alderman Cooke declared an interest and refrained from voting on this matter.

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 6, 1991, the Committee recommended to Council as follows:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of Mr. Saul Zemaitis, Hamilton Regional Director of the Ontario March of Dimes Association, to temporarily close Jarvis Street from King William Street to the Municipal Parking Lot at King Street East, on Friday August 16, 1991 from 3:00 p.m. to 11:00 p.m., subject to the following conditions:

(a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(b) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadways, and at the expense of the organizing group;

(c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the street, at no cost to the City;

(d) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event;

(f) That no property owner or resident within the barricaded area will be denied access to their property upon request;

(g) That all property owners and tenants along the closed portion of the route be notified of the street dance and barbecue by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

4.7 **Gosford Street Neighbourhood Watch Carnival - Temporary road closure, July 20, 1991**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 9, 1991, the Committee recommended to Council as follows:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The Gosford Street Neighbourhood Watch to temporarily close Gosford Street between Upper Paradise Road and Gilcrest Street on Saturday, July 20, 1991, from 10:30 a.m. to 8:00 p.m. to hold a carnival to benefit the Muscular Dystrophy Association, subject to the following conditions:

(a) That the applicant receive a "Temporary Street Closure Application" approval form from the Regional Police Department, Traffic Division, and that all barricading, detour signing, and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department (if deemed appropriate), on the affected roadways at the expense of the organizing group;

(c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;

(d) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event;

4.8 **Encroachment Agreements**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 9, 1991, the Committee recommended to Council as follows:

That the applications to retain inadvertent encroachments and install temporary encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes

of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

4.9 **Proposed Road Allowance Closure on Golf Links Road at the City of Hamilton/Town of Ancaster Limits**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 13, 1991, the Committee recommended to Council as follows:

(a) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law for the stopping-up and altering of Golf Links Road at the City of Hamilton Limits;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law;

(c) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed stopping up and altering of Golf Links Road pursuant to Section 48 of the Regional Act.

4.10 **Incorporating certain City lands into Quigley Road by-law**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 9, 1991, the Committee recommended to Council as follows:

(a) That the following City lands, known as parts of Lot 30, Concession 4, Saltfleet, be incorporated into Quigley Road;

(b) That the appropriate By-Law to carry out the incorporation of the said lands into Quigley Road be enacted by Council;

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

5. <u>DIRECTOR OF TRAFFIC SERVICES</u>

Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to Council that City Traffic By-law 89-72 be amended as follows:

5.1 **Intersection Control**

(a) i. That westbound traffic on Chert Avenue be required to stop for northbound and southbound traffic on Derek Drive; and

ii. That eastbound traffic on Derek Drive be required to stop for northbound and southbound traffic on National Drive; and

iii. That southbound traffic on Chert Avenue be required to stop for eastbound and westbound traffic on National Drive; and

ix. That northbound traffic on Ellen Avenue be required to stop for eastbound and westbound traffic on National Drive; and

x. That southbound traffic on Ellen Avenue be required to stop for eastbound and westbound traffic on Tommar Place; and

xi. That westbound traffic on Tommar Place be required to stop for northbound and southbound traffic on National Drive; and

xii. That northbound traffic on National Drive be required to stop for eastbound and westbound traffic at the easterly intersection with Tommar Place.

(b) i. That northbound traffic on Millstream Court be required to stop for eastbound and westbound traffic on Appleford Road; and

ii. That northbound traffic on the north and south legs of Forestgate Drive be required to stop for eastbound and westbound traffic on Appleford Road.

(c) i. That northbound traffic on Alto Drive be required to stop for eastbound and westbound traffic on Capilano Drive; and

ii. That southbound traffic on Glen Valley Drive be required to stop for eastbound westbound traffic on Capilano Drive.

(d) That northbound traffic on Old Orchard Drive be required to stop for eastbound and westbound traffic at the northerly intersection with Gainsborough Road.

(e) That northbound traffic on the south approach of Briarwood Crescent be required to stop for eastbound and westbound traffic on the east and west approaches to the intersection.

(f) i. That northbound traffic on the north leg of Pearson Drive be required to stop for eastbound and westbound traffic on Mount Pleasant Drive; and

ii. That eastbound traffic on the south leg of Pearson Drive be required to stop for northbound and southbound traffic on Mount Pleasant Drive; and

iii. That three-way stop control be implemented at the intersection of Templemead Drive and Royal Vista Drive; and

ix. That southbound traffic on Rita Avenue be required to stop for eastbound and westbound traffic on Royal Vista Drive; and

x. That westbound traffic on the north leg of Mount Pleasant Drive be require to stop for northbound and southbound traffic on Templemead Drive; and

xi. That southbound traffic on the south leg of Mount Pleasant Drive be required to stop for eastbound and westbound traffic on Templemead Drive; and

xii. That eastbound traffic on Ingrid Court be required to stop for northbound and southbound traffic on Templemead Drive; and

xiii. That eastbound traffic on Innswood Place be required to stop for northbound and southbound traffic on Templemead Drive; and

xiv. That southbound traffic on Pompano Court be required to stop for eastbound and westbound traffic on Pearson Drive; and

x. That westbound traffic on Independence Drive be required to stop for northbound and southbound traffic on Mount Pleasant Drive; and

xi. That northbound traffic on Independence Drive be required to stop for eastbound and westbound traffic on Templemead Drive; and

(g) Alderman Agostino explained that a three-way stop is required because of the pedestrian traffic which is generated from an adjacent park.

Contrary to the recommendation of the Director of Traffic Services, the Committee recommended that City Traffic By-law 89-72 be amended as follows:

That three-way stop control be implemented at the intersection of Lake Avenue and Huckleberry Drive.

(h) That three-way stop control not be implemented at the intersection of Barclay Street and Cline Avenue.

(i) i. That northbound traffic on Ashridge Place be required to stop for eastbound and westbound traffic on Broughton Avenue; and

ii. That southbound traffic on Derby Street be required to stop for eastbound and westbound traffic on Ossington Drive; and

iii. That southbound traffic on Charwood Court be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

iv. That southbound traffic on Hartleigh Court be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

v. That southbound traffic on Grayrocks Avenue be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

vi. That three-way stop control be implemented at the intersection of Broughton Avenue and Grayrocks Avenue; and

vii. The three-way stop control be implemented at the intersection of Cadham Boulevard and Broughton Avenue; and

viii. That southbound traffic on Ossington Drive be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

ix. That southbound traffic on Broughton Avenue be required to stop for eastbound and westbound traffic on Beaverbrook Avenue.

(j) Alderman Murray stated that four-way stop control is necessary in order to deter people from speeding through this intersection.

Contrary to the recommendation of the Director of Traffic Services, the Committee recommended that the City Traffic By-law 89-72 be amended as follows:

That four-way stop control be implemented the intersections of Christie Street & Kennedy Avenue and Christie Street & Alderson Drive.

(k) Leave was granted for Alderman Cooke to introduce another item regarding intersection control.

Alderman Cooke felt that four-way stop control is necessary at the intersection of Dufferin Street and Paradise Road in order to discourage people from detouring through residential neighbourhoods.

Committee recommended to Council that City Traffic By-law 89-72 be amended as follows:

That four-way stop control be implemented at the intersection of Dufferin Street and Paradise Road.

5.2 **Parking Regulations**

(a) i. That the four existing two hour parking meters on the west side of Walnut Street between Hunter Street and a point 154 feet northerly therefrom be removed; and

ii. That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Walnut Street commencing at a point 54 feet north of Hunter Street and extending to a point 100 feet northerly therefrom.

(b) That the existing one hour parking meters on both sides of MacNab Street between York and Cannon be changed to two hour meters.

(c) That a "No Parking" regulation be implemented on the east side of Mary Street commencing at Simcoe Street and extending to a point 91 feet southerly therefrom.

(d) That a "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 7:00 p.m., seven days a week" regulation be implemented on the east side of Julian Avenue, commencing at a point 190 feet south of Britannia Avenue and extending to a point 24 feet southerly therefrom.

(e) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 9:00 p.m., seven days a week" regulation be implemented on the west side of Greendale Drive commencing at a point 184 feet south of the south curb line of the north leg of Greendale Drive and extending to a point 17 feet southerly therefrom.

(f) i. That a "Permit Parking" regulation be implemented on the south side of Picton Street West commencing at a point 134 feet east of Bay Street North and extending to a point 21 feet easterly therefrom; and

ii. That the Director of Traffic Services be authorized to issue one parking permit to Mr. William Walton, 61 Picton Street West.

(g) i. That a "Permit Parking" regulation be implemented on the south side of Hillcrest Avenue, commencing at a point 165 feet west of the extended west curb line of Beulah Avenue and extending to a point 20 feet westerly therefrom; and

ii. That the Director of Traffic Services be authorized to issue one parking permit to Mrs. F. Cochrane, 99 Hillcrest Avenue.

(h) The Committee agreed to table the report regarding Freeman Place and Mountwood Avenue to the next meeting.

5.3 **No. 176 Glow Avenue - Application for a Commercial Boulevard Parking Agreement**

As recommended by the Director of Traffic Services in a report dated July 30, 1991, the Committee recommended to Council as follows:

(a) The applicant pay the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $55.59 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

(b) The owners pay a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

(c) The owner pays a one time $166.77 processing fee, as approved by the City Council on 1988 January 12.

(d) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

(e) The driveway approach, parking area and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owners expense.

(f) The owner executes an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

5.4 **Delaware Route - Bus Stops and Routing**

As recommended by the Director of Traffic Services in a report dated July 25, 1991, the Committee recommended to Council as follows:

That in accordance with the request by the Hamilton Street Railway Company, the following new bus routes and bus stops be approved:

Route 5 Delaware

i. New Bus Route
Greenhill Avenue from King Street East to Summercrest Drive.

ii. Bus Stop Relocation
- eastbound - delete - Quigley Road, west side, 104 feet south of Albright Road (F/S)

- add - Quigley Road, west side, 49 feet north of Albright Road (N/S).

iii. New Bus Stops

- westbound - on Quigley Road at Veevers Drive, east side, 36 feet south of Veevers Drive (N/S).

- eastbound - on Greenhill Avenue at Monte Drive, west side, 10 feet north of Monte Drive (MB).

- eastbound - on Greenhill, west side, 121 feet north of Tasha Drive (MB).

- eastbound - on Greenhill, west side, 72 feet south of Tommar Place (F/S).

5.5 **Attendance at the National Forum on Seniors Transportation**

As recommended by the Director of Traffic Services in a report dated July 23, 1991 the Committee recommended to Council as follows:

> That Mrs. Bernice Price, Hamilton Safety Council representative on the Transport and Environment Committee, be authorized to attend the "Freedom to Move is Life Itself" a National Forum on Seniors Transportation in Winnipeg, Manitoba on 1991 October 27 to 30.

6. MAYOR R. M. MORROW

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North End East Neighbourhood (previously tabled).

The Committee agreed to table this matter to the next meeting.

7. ALDERMAN H. MERLING

Petition for Intersection Control at Carriagegate Drive and Parkplace Drive

The Committee was in receipt of a petition requesting a three-way stop at the intersection of Carriagegate Drive and Parkplace Drive:

The Committee recommended to Council as follows:

(a) That three-way stop control be implemented at the intersection of Carriagegate Drive and Parkplaza Drive; and,

(b) That City Traffic By-law 89-72 be amended accordingly.

8. ALDERMAN B. HINKLEY

Bulk Garbage Collection

The Committee agreed to table this matter to the next meeting.

9. ALDERMAN D. AGOSTINO

Various Traffic Department requests (previously tabled)

The Chairman explained that it is difficult for the department to deal with numerous requests due to staff, time and financial restraints.

Alderman Agostino explained that the majority of requests have been dealt with and that there are only 4 or 5 items outstanding. He stated that the requests are reasonable and that he is willing to allow time for them to be dealt with by the Traffic Department.

The Committee moved that the report from the Director of Traffic Services dated July 16, 1991 be received.

10. **DELEGATIONS**

Public Meeting pursuant to the Municipal Act regarding a by-law for the stopping-up, closing and retention of the Public Assumed Road Allowance of Eleanor Avenue from north of the 120' limit of Rymal Road to the south limit of Alma Avenue

Mr. G. Aston explained that the closure is in accordance with the City's neighbourhood plan which has been approved by Council.

Mr. E. Bachetti of 727 Rymal Road East, who submitted a letter objecting to the closure, was present. He requested that half of the road allowance be exchanged in return for the rear portion of his property.

Mr. Aston explained that fair market value of both parcels of land must be considered.

The Committee resolved that staff be directed to enter into negotiations with Mr. Bachetti for a land exchange of the westerly half of the city road allowance at Eleanor Avenue between Alma Avenue and Rymal Road for the rear portion of Mr. Bachetti's property at 727 Rymal Road East; and that staff report back to the Committee with a recommendation.

11. **CHAIRMAN ONTARIO TRAFFIC CONFERENCE - ELECTED OFFICIALS COMMITTEE**

Appointment of a Council representative to attend a meeting on September 5; Durham Regional Headquarters

The Committee was in receipt of an invitation to the above noted meeting, dated August, 1991.

Following brief discussion, the Committee moved that the correspondence be received.

12. **OTHER BUSINESS**

As discussion ensued regarding the use of speed bumps on public roadways.

The Director of Traffic Services explained that public roads are governed under the Highway Traffic Act and as such, speed bumps are not permitted on them.

13. **ADJOURNMENT**

There being no further business the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Schedule "A" as referred to in Item 4.8 of the Transport and Environment Committee

Council Date: August 30, 1991

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
44 Erindale Hamilton, ON	three sets of concrete steps encroach onto a) Erindale Ave. by appr. 3.0' x 0.53' and 9.07' x 16.40' and b) Dundonald Ave. by appr. 9.02' x 8.30'	BORKOVICH & INGRASSIA Barristers and Solicitors 1 Main St. E. Hamilton, ON L8N 1E7	$105.00/20.00	T103-50(920)
62 William St Hamilton, ON	concrete veranda encroaches onto William St. by appr. 1.69' x 6.40'	ENNIS & ASSOCIATES 105 Main Street E. Hamilton, Ontario L8N 1G6	$105.00/20.00	T103-50(915)
80 New St. Hamilton, ON	a) three canopies encroach by appr. 3.0' x 5.3' 3.0' x 5.3', and 4.0' x 7.4' b) bay window encroaches by appr. 2.0' x 4.0' c) paving stones and retaining wall encroach by appr. 8.5' x 18.5' x 0.5'	PETRINI, RUBENSTEIN, & WAXMAN 242 James Street South Hamilton, Ontario L8P 3B3	$105.00/20.00	T103-50(918)

2.1

CITY OF HAMILTON

- RECOMMENDATION -

AUG 2 3 1991

DATE: 1991 August 22

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local improvements of concrete sidewalk on the east side of CENTENNIAL PARKWAY between Hamilton/Stoney Creek City limits and Vineyard Road - $23,748.00
Our File: 110-2/91.1

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of concrete sidewalk on the east side of Centennial Parkway between Hamilton/Stoney Creek City limits and Vineyard Road.

Patrice Noé Johnson, City Solicitor

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on March 12, 1991, in adopting Item 5 of the 5th Report of the Transport & Environment Committee and Item 14 of the 5th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Monday, July 15, 1991, the Ontario Municipal Board's Order No. E910719 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of concrete sidewalk on east side of CENTENNIAL PARKWAY between Hamilton/Stoney Creek City limits and Vineyard Road, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Commissioner of Regional Engineering.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 5 of the 5th Report of the Transport & Environment Committee on March 12, 1991;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 14 of the 5th Report of the Finance & Administration Committee on March 12, 1991;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 15th day of July, 1991, issue Order No. E910719 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $23,748.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $15,276.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $23,748.00.

2. The share or portion of the estimated cost of the works in the amount of $15,276.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $15,276.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1991) 5 R.T.E.C. 5, March 12
(1991) 5 R.F.A.C. 14, March 12

SCHEDULE "A"

The construction of concrete sidewalk on the east side of CENTENNIAL PARKWAY between Hamilton/Stoney Creek City limits and Vineyard Road at the costs not exceeding those set out below:

City's Share	$ 8,472.00
Owners' Share	15,276.00
TOTAL ESTIMATED COST	$ 23,748.00
Estimated Cost per metre frontage	$ 86.00

Fifteen (15) annual instalments

2.2

CITY OF HAMILTON

- RECOMMENDATION -

AUG 2 3 1991

DATE: 1991 August 22

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local improvements of concrete sidewalks on south side of LIMERIDGE ROAD between Upper Sherman and Hydro Right-of-Way - $43,300.00
Our File: 110-2/91.2

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of concrete sidewalks on south side of Limeridge Road between Upper Sherman and Hydro Right-of-Way.

Patrice Noé Johnson, City Solicitor

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on March 26, 1991, in adopting Item 5 of the 6th Report of the Transport & Environment Committee and Item 14 of the 6th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Monday, July 15, 1991, the Ontario Municipal Board's Order No. E910720 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of concrete sidewalk on south side of LIMERIDGE ROAD between Upper Sherman and Hydro Right-of-Way, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Commissioner of Regional Engineering.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 5 of the 6th Report of the Transport & Environment Committee on March 26, 1991;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 14 of the 6th Report of the Finance & Administration Committee on March 26, 1991;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 15th day of July, 1991, issue Order No. E910720 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $43,300.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $34,173.82.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $43,300.00.

2. The share or portion of the estimated cost of the works in the amount of $34,173.82 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $34,173.82;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1991) 6 R.T.E.C. 5, March 26
(1991) 6 R.F.A.C. 14, March 26

SCHEDULE "A"

The construction of concrete sidewalk on south side of LIMERIDGE ROAD between Upper Sherman and Hydro Right-of-Way at the costs not exceeding those set out below:

City's Share	$ 9,126.18
Owners' Share	34,173.82
TOTAL ESTIMATED COST	$ 43,300.00
Estimated Cost per metre frontage	$ 86.00

Fifteen (15) annual instalments

3.1

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 September 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Former Public Works Yard**
Mohawk Road East at Warren
(Request from Green Homes Co-Op Inc.)

RECOMMENDATION:

That the Property Department's information report dated June 19, 1991 and correspondence from Mrs. Alicia V. Castro of Green Homes Co-Op Inc. regarding the City's (24 lots) Subdivision at Mohawk Road and Warren Street be considered.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In June, this department forwarded an information report to the secretary of the Transport and Environment Committee which was provided to members of the Committee. No action came from that report. The Green Homes Co-Op Inc. would like a formal response to their request for 12 of the City's 24 lots.

This department would like this matter placed before the Committee for consideration. If a recommendation comes forward from the meeting, we will respond immediately to Mrs. Castro.

c.c. - Robert M. Morrow, Mayor
- Alderman H. Merling, Alderman, Ward 7
- Alderman J. Gallagher, Alderman, Ward 7
- Mr. Lou Sage, Chief Administrative Officer
- Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Mr. J. G. Pavelka, P.Eng., Director of Public Works

(4504)

DISTRIBUTED TO THE TRANSPORT AND ENVIRONMENT COMMITTEE ON JUNE 21, 1991

CITY OF HAMILTON

JUN 20 1991 — **INFORMATION** —

DATE: 1991 June 19

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Former Public Works Yard**
Mohawk Road East at Warren

BACKGROUND:

At the request of Mayor R. Morrow, we have prepared this report in order to introduce an issue for discussion purposes.

As you are aware, the City is in the process of creating a Plan of Subdivision known as Wheten Court on the former Public Works Yard property at Mohawk Road East and Warren Avenue. The plan of subdivision will contain twenty-four (24) single family lots.

The Mayor and our Department have recently received correspondence from Mrs. Alicia Castro of the Green Homes Co-operative Inc. wherein it is requested that twelve (12) of the twenty-four (24) lots in our plan of subdivision be directly allocated to this company without public tender.

On Thursday June 13, 1991, Mayor Morrow convened a meeting with representatives of the Green Homes Co-operative and our Department in order to obtain further details of their submission.

In summary, their goals are as follows:

- the group plans to build twelve (12) single family homes on a co-operative basis
- each member of the Group will provide some form of assistance (construction) to other members in the building of the homes, i.e. electrical, plumbing, carpentry, general labour
- this is a pilot program which would receive funding from Ministry of Housing and Canada Mortgage and Housing Corporation.

The Green Homes Co-operative requires from the City the following in order to make the project work:

1. Allocation of twelve (12) of our twenty-four (24) lots for their purposes.
2. Minimal downpayment rather than our normal 10%.
3. The City to take back an interim mortgage until their mortgage draws come through from Canada Mortgage and Housing Corporation (C.M.H.C.).
4. As a alternative, if the City does not want to sell the land to the members, they would like a long term lease agreement for the land.

Our department cannot support the request of Green Homes Co-operative Inc. and we offer the following observations:

(1) Our report to the Transport and Environment Committee at the time indicated a demand from the public at large for these lots and accordingly in the interest of fairness, we recommended that the lots be sold by "Public Tender". On August 30, 1988, City Council directed our department to create the plan of subdivision and to dispose of the lots.

(2) All parcels of land of this type have been sold by the City and the Region in the past on a cash basis and a 10% deposit with the balance due of closing.

(3) Previous legal opinions by the City Solicitor have stated that the City cannot legally take back a mortgage on the sale of a parcel of land.

(4) The proceeds from the sale of the twenty-four (24) lots in "Wheten Court" are to be credited to the Capital Project account to offset the cost of building the new Public Works yard on Rymal Road (Court Yard). It is important therefore to maximize the City's return of the sale of this land.

D. W. Vyce

c.c. Robert M. Morrow, Mayor
Alderman H. Merling, Alderman, Ward 7
Alderman J. Gallagher, Alderman, Ward 7
Mr. Lou Sage, Chief Administrative Officer
Mr. J. G. Pavelka, P.Eng., Director of Public Works
Mr. E. C. Matthews, Treasurer
Mrs. P. Noé Johnson, City Solicitor

(4504)

Green Homes Co-operative Inc.
42 James Street, Suite 207
Hamilton, Ontario
L8R 2K2

May 6, 1991

Mayor Bob Morrow
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario

Dear Mr. Morrow:

Thank you for your reply to our request of support on our quest to achieve our goal of non-profit home ownership.

Our project continue its development, we can now inform you that Green Homes Co-operative has been incorporated. We have identified a mechanism already in existence, under the N.H.A. and C.M.H.C. mandate to finance our project. The only obstacle for us to be able to reach our goal, it is to obtain interim financing on the land purchase.

Now we are in search for a site of approximately 1 to 2 acres. Our intention is to develop a minimum of 12 units under this pilot project. We have identified a site that belong to the City of Hamilton, located in the intersection of Mohawk Road and Warren Street. Which it is zone residential.

We hereby formally request to be consider to develop this site. We would like to explore the possibility of leasing or purchasing the above mentioned site, or part of it.

Our group would like to meet with you, at your earliest convenience, to further explain our project and discuss the possibilities of acquiring surplus City land.

Yours truly,

Mrs. Alicia V. Castro
President
Green Homes Co-operative Inc.

Property Department
Real Estate Division
Date May 30/91

cc: Mike Watson,, Manager Real State Division,
City of Hamilton.

File No.	Inf.	Act
Director		
✓ Manager		
[illegible]		
Asst. [illegible] Div.		
Prop. Maint. Div.		
Secretary		

3.2

CITY OF HAMILTON

— RECOMMENDATION —

AUG 3 0 1991

DATE: 1991 August 29

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Disposal of 24 Residential Building Lots
Mohawk Road East at Warren Avenue
(Former Public Works Yard)**

RECOMMENDATION:

That upon receiving the final approval from the Ministry of Environment, the Real Estate Division of the Property Department be authorized to sell the twenty-four (24) building lots in the City's Wheten Court Plan of Subdivision on Mohawk Road East by the Public Tender Process.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

On August 22, 1991, this department received a request from Mr. Bud Sinclair of George Sinclair Construction to purchase all twenty-four (24) building lots on Mohawk Road East and Warren Avenue.

Since we have been given the approval of the Transport and Environment Committee and City Council on August 30, 1988 to develop the former Public Works yard at Mohawk Road East, this department along with the Regional Engineering Department have proceeded with design work and the subdivision process to bring twenty-four (24) building lots on the market.

We are currently waiting for the Ministry of Environment approval in order that construction of the sewer and roadwork can commence. Upon receiving this it would be our recommendation to sell the lots by Public Tender.

One of the reasons for this recommendation relates to the high amount of interest in these lots. We currently have a list of thirty-two (32) interested parties of which many are builders. (attached).

In view of the above this department cannot support selling them directly to Mr. Sinclair and that they be sold by Public Tender.

c.c. Alderman H. Merling, Alderman, Ward 7
Mr. Lou Sage, Chief Administrative Officer
Mr. J. G. Pavelka, P.Eng., Director of Public Works
Mrs. P. Noé Johnson, City Solicitor

(4504)

LIST OF PEOPLE INTERESTED IN PURCHASE OF LOTS

MOHAWK ROAD EAST AND WARREN AVENUE

1. Mr. Dan Haradyn
2. Mr. Jim Rollo
3. Mr. Vaski Bujenovic
4. Westpark Developments
5. Mr. Sam Pennetti
6. Mr. Tony DiFranco
7. Mr. Joe Italiano
8. Mr. Dennis J. Petis
9. Mr. John Vanderwoed
10. Mr. Frank Angelone
11. Mr. Paul Silvestri
12. Mr. Morris Mercanti
13. Mr. C. Okany
14. Mrs. Biggs
15. Mr. J. Kucsma
16. Mr. Bob Jugovic
17. Mr. Anthony Faiella
18. Ms. Vicki Adamako
19. Mr. Jack Pelech
20. Mr. Ken Patpatia
21. Mr. Joe Rosati
22. Bucci Construction
23. Mr. Charles Vitanza
24. Robinson Homes
25. ARP Construction Ltd.
26. Mr. Neil Prashad
27. Mr. Roman Chiaravelle
28. Mr. Silvio Caselli
29. Mr. Wayne King
30. Prem Gandhi
31. Kirk Harasym
32. Maple Leaf Gas and Fuels Ltd.

3.3

CITY OF HAMILTON

— RECOMMENDATION —

SEP 06 1991

DATE: 1991 September 6

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Settlement of Expropriation**
Part of 480 Rymal Road West
Kee-Salvalaggio Limited

RECOMMENDATION:

a) That an Agreement by Owner to Accept Compensation executed by Anthony DiSilvestro, President of 800064 Ontario Inc. on August 8, 1991 and scheduled for closing on or before October 21, 1991, be approved and completed. This property which is required for the establishment of a roadway in Falkirk East Neighbourhood (Rymal Estates Subdivision) has a frontage along the northerly limit of Rymal Road West of 20.117 metres (66 feet) more or less, containing 5,620.5 square metres (1.388 acres) shown as Parts 1 and 2 on Expropriation Plan No. 440182 C.D. registered on December 18, 1987. The purchase price of $23,346.75 (including $745.75 tax adjustment), in accordance with Schedule "A" of the agreement, be charged to Account Number CH 5X323 00107 (Reserve-City's Share of Services Through Unsubdivided Lands).

b) That on closing of this transaction, the former owner agrees to pay to the City the sum of $3,000.00 to reimburse the City for a portion of the costs in carrying out this expropriation. This amount be credited to Account Number CH 59050 30001 (Outside Recoveries).

c) That prior to the payment of final compensation, the City shall receive:

   i) from Kee-Salvalaggio Limited a Direction to make payments herein to 800064 Ontario Inc. and both from 800064 Ontario Inc. and from Kee-Salvalaggio Limited, a Deed together with a Full and Final Release, all executed under their respective corporate seals;

ii) the City's original Offer of Compensation cheque (with tax adjustments) of $45,945.75, or this amount shall be returned to the City, as the final settlement herein agreed to is for the total sum of $22,601.00, (plus the said tax re-adjustment of $745.75).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

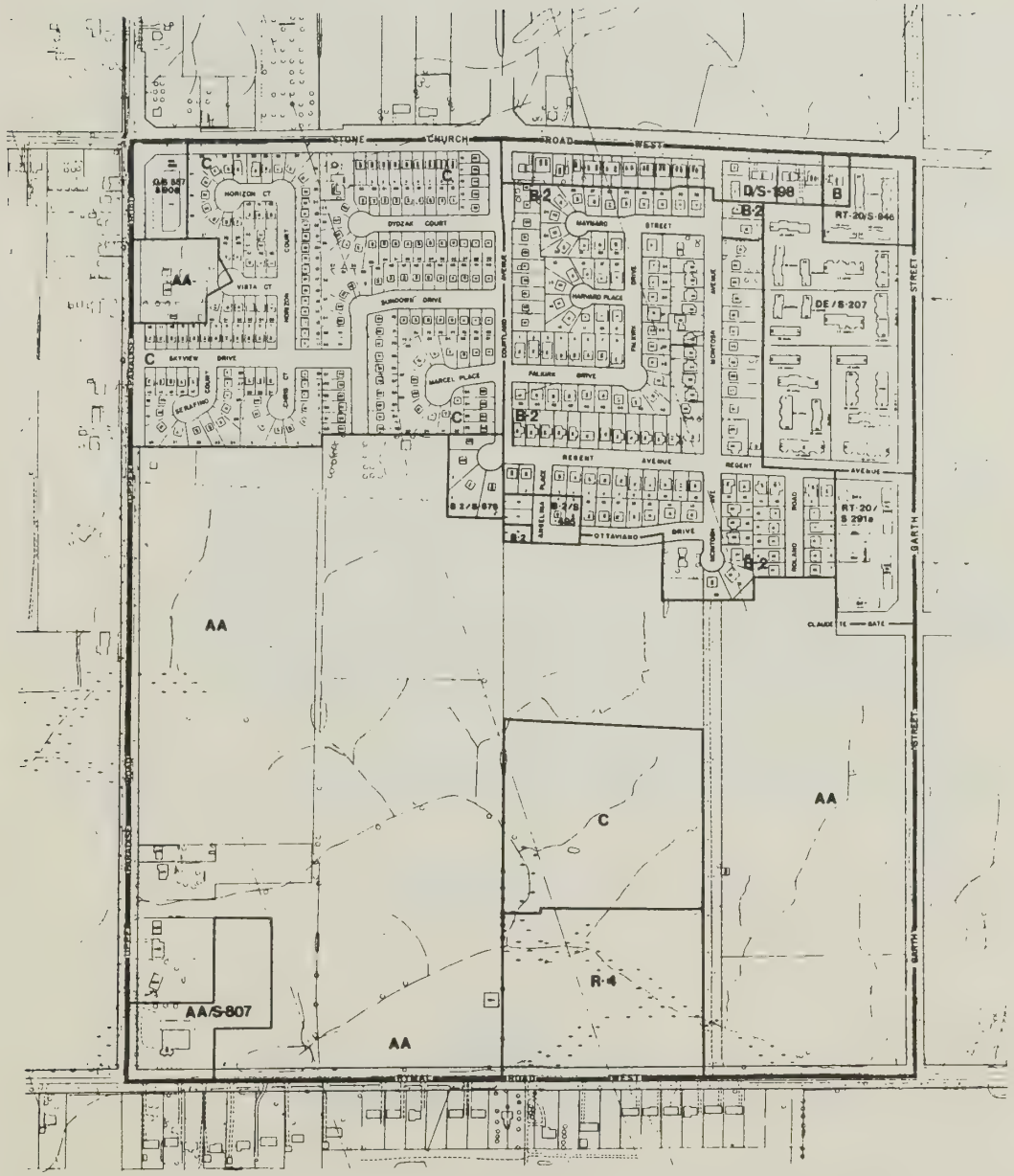
BACKGROUND:

Part of the property at 480 Rymal Road West was required for the establishment of a roadway in Falkirk East Neighbourhood, as part of Rymal Estates Subdivision.

We were unable to negotiate acquisition of these lands. On January 13, 1987, City Council approved Item 2(a) of the 1st Report of the Transport and Environment Committee authorizing expropriation of the lands required for this roadway. The property was expropriated from Kee-Salvalaggio Limited. Subsequently, Kee-Salvalaggio Limited sold their property to 800064 Ontario Inc., who agreed to take payment for one-half of the land required for the roadway and convey the other half abutting their lands for $1.00. As a condition of the settlement, the City will receive a Direction from Kee-Salvalaggio Limited, to make payment to the present owners, 800064 Ontario Inc. In accordance with City policy, the City will establish a One Foot Reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

Attach.
c.c. Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys
Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: D. Christilaw

(4509 - 38.1.202)



57	50	53
45	44	121
20	20	84

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

FALKIRK EAST

ZONING

Neighbourhood Boundary

Zoning Boundary

SCALE 0 20m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of the Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO. 7606

JUNE 1988

PAGE NO. 44

AGREEMENT BY OWNER TO ACCEPT COMPENSATION

To: The Corporation of the City of Hamilton

I/We 800064 Ontario Inc., hereby agree to accept the sum of $22,601.00 from The Corporation of the City of Hamilton in full payment and settlement of compensation for all interests in the real property known as Municipal No. part of 480 Rymal Road West on Expropriation Plan No. 440182 C.D. registered on the 18th day of December 1987 as Instrument No. 440182 C.D..

I/We further agree that the aforesaid sum shall include all claims for damages, costs, injurious affection or any other claim whatsoever arising out of the expropriation of the said real property.

I/We agree that the said compensation monies will be subject to the usual adjustments, except for fire insurance premiums, as of the date for closing hereof, namely the 21st day of October , 1991.

I/We acknowledge that I/we have delivered vacant possession of the said lands on July 28, 1988 and that I/we shall also deliver on the date for closing, a deed, discharges of all encumbrances (including Writs of Execution) in existence before or after the Expropriation, and a release in a form satisfactory to you executed by all persons or corporations having any claim to compensation by reason of the said expropriation and a statutory declaration in a form satisfactory to you setting forth the fact that the persons and/or corporations executing the said discharges and release are all those having any claim to compensation.

This agreement is to remain open until acceptance by City Council and is to be read with all grammatical changes made necessary by the gender, number or corporate status.

Dated at Hamilton this 8th day of August 1991.

WITNESS:

_____

_____

_____

Solicitor's Name and Address

_____

_____

_____ (L.S.)
800064 Ontario Inc.
Anthony DiSilvestro, President
I have authority to bind the corporation.

_____ (L.S.)

_____ (L.S.)

Mailing Address of Signing Parties

_____

_____

6/26/85

SCHEDULE "A"

Property	Owner's Interest
Part of 480 Rymal Road West Part 1 and 2 on Expropriation Plan 440182 C.D.	800064 Ontario Inc.

Elements of Compensation

Market Value of Realty

Westerly half of Parts 1 & 2 on Expropriation Plan 440182 C.D.	$22,600.00
Easterly half of Parts 1 & 2 on Expropriation Plan 440182 C.D.	$ 1.00
TOTAL COMPENSATION	$22,601.00
(plus agreed tax adjustment of)	$ 745.75
TOTAL	$23,346.75

It is understood and agreed:

(i) that the amount of $22,601.00 is full and final payment of all compensation, whatsoever which 800064 Ontario Inc. may be entitled to as a result of the expropriation by The Corporation of the City of Hamilton of the lands shown as Part 1 and 2 on Expropriation Plan No. 440182 C.D.

(ii) that on closing of this expropriation settlement, the former owner hereby agrees to pay to the City the sum of $3000.00 to reimburse the City for a portion of the costs in carrying out this expropriation.

(iii) prior to the payment of final compensation herein, the City shall receive:

(a) ~~the City shall receive~~ from Kee-Salvalaggio Limited a Direction to make payments herein to 800064 Ontario Inc. and both from 800064 Ontario Inc. and from Kee-Salvalaggio Limited, a Deed together with a Full and Final Release, all executed under their respective corporate seals;

(b) the City's original Offer of Compensation cheque (with tax adjustments) of $45,945.75, or these funds shall be returned to the City as the final settlement herein agreed to is for the total sum of $22,601.00, (plus the said tax re-adjustment of $745.75.)

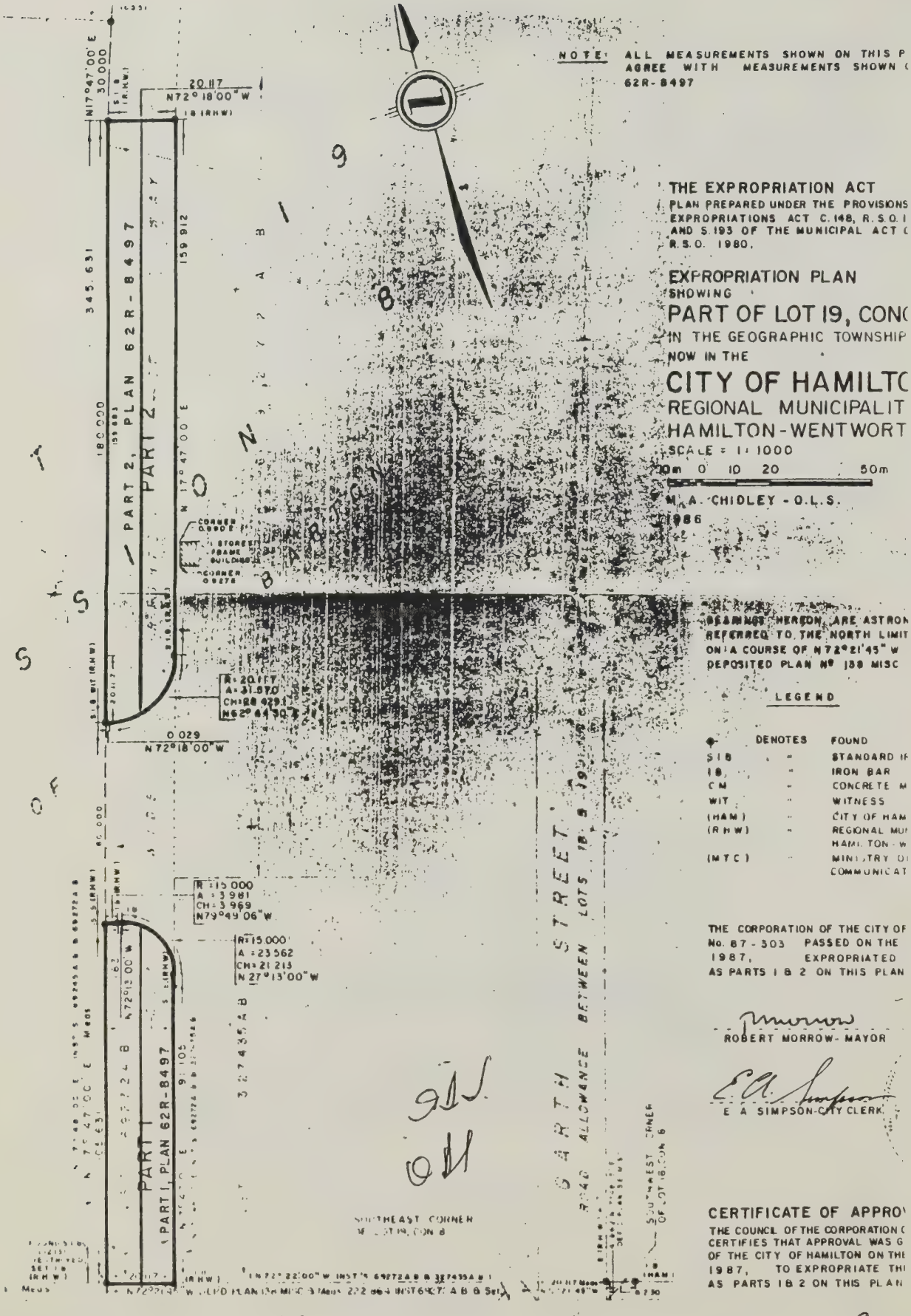
(iv) it is agreed that this settlement is conditional upon the Owner being able to acquire the one foot reserve boardering the east limit of Parts 1 and 2 upon payment of ONE DOLLAR ($1.00) for land value plus FIFTY PERCENT (50%) of the cost of municipal services assessible to the Owner.

Dated at Hamilton this 8th day of August 1991

WITNESS:

_____ _____

_____ _____


NOTE: ALL MEASUREMENTS SHOWN ON THIS P
AGREE WITH MEASUREMENTS SHOWN (
62R-8497
THE EXPROPRIATION ACT
PLAN PREPARED UNDER THE PROVISIONS
EXPROPRIATIONS ACT C.148, R.S.O.
AND S.193 OF THE MUNICIPAL ACT (
R.S.O. 1980.
EXPROPRIATION PLAN
SHOWING
PART OF LOT 19, CONC
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THE CORPORATION OF THE CITY OF
No. 87-303 PASSED ON THE
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AS PARTS 1 & 2 ON THIS PLAN
ROBERT MORROW-MAYOR
E A SIMPSON-CITY CLERK
CERTIFICATE OF APPRO
THE COUNCIL OF THE CORPORATION (
CERTIFIES THAT APPROVAL WAS G
OF THE CITY OF HAMILTON ON THE
1987, TO EXPROPRIATE THI
AS PARTS 1 & 2 ON THIS PLAN
E.A. SIMPSO
THE COUNCIL OF THE CORPORATION O
DATED AT HAMILTON
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PART 2, PLAN 62R-8497
PART 1, PLAN 62R-8497
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327435 A B
CORNER OF STORE FRAME BUILDING
SOUTHEAST CORNER W 1/2 LOT 19, CON 8
SOUTHEAST CORNER OF LOT 18, CON 8
ROAD ALLOWANCE BETWEEN LOTS 18 & 19
CONCESSION 8
SOUTH
STREET
RYMAL ROAD
(FORMERLY THE KING'S HIGHWAY NO. 53)
BETWEEN TOWNSHIPS OF BARTON & GLANFORD
REGIONAL ROAD Nº 153
SURVEYOR'S CERTIFICATE
THE REGIONAL MUNICIPALITY OF HAMILTON-W

4.1

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 10

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Elimination of Grass From Household Garbage (91.1106.00)

RECOMMENDATION:

That Regional Council be requested to introduce a comprehensive advertising campaign to promote the mulching and/or composting of grass as opposed to the gathering and bagging of grass clippings, thereby reducing the tonnage of garbage being picked up along with the household garbage, then being hauled to SWARU and/or the landfill site.

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Without knowing the exact tonnages of grass clippings that are presently being picked up, it isn't possible to calculate the actual savings. Furthermore, unless completely prohibited, it will be hard to measure how successful any advertising campaign to deter grass clippings from being put out in the household wastestream will be. Regardless of not having this exact information there will be savings.

a) Savings will occur to the City for not having to pick up the tons of grass clippings.
b) Savings will occur to the City for not having to haul this tonnage in the garbage compactors.

c) Savings will occur to the City for not carrying the tonnage that these grass clippings represent across the weigh scales, so there will be less tonnage hauled into SWARU and/or the transfer station.
d) Savings will occur to the Region for not having to handle and burn or transfer the grass clippings.
e) Savings will occur to the Region for not having to haul the incinerated ash or the actual grass clipping to the landfill site, thereby extending the life of the landfill site.

BACKGROUND:

Currently, grass clippings constitutes a significant amount of the tonnage of household garbage being picked up in the spring and summer, then being hauled to SWARU or the transfer stations.

The collecting, hauling and burning of the grass clippings constitutes a significant waste in manpower and equipment, particularly because it is not desirable for the municipality to pick up and haul grass clippings.

Horticulturists advise that it is more desirable to cut the grass more regularly and with a mulching blade so that clippings remain on the lawn, thereby reducing water loss, lowering soil temperature and most importantly, returning nutrients to the soil.

By allowing grass clippings to remain on lawns, valuable landfill space is conserved and 40% to 60% more nutrients are returned to lawns.

JGP/jdh

c.c. Mr. Lou Sage, Chief Administrative Officer
Mr. D. Lobo, Manager of Streets & Sanitation
Mr. L. D. Turvey, Commissioner of Transportation/Environmental Services
Mr. I. Naively, City Engineer, City of Stoney Creek
Mr. P. Smeltzer, Town Engineer, Ancaster
Mr. M. Koevoetts, Executive Director, City of Burlington

4.2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 10

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Proposed Construction of an Independent Concrete Curb on Leaside Road (North Side) from Brighton Avenue to Dunn Avenue

RECOMMENDATION:

a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete curb on the north side of Leaside Road between Brighton Avenue and Dunn Avenue be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of forty thousand, eight hundred and fifty dollars ($40,850.), as provided in the 1991 portion of the 1991-1995 Capital Budget with a City share of forty thousand, eight hundred and fifty dollars ($40,850.), and;

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project, and;

c) That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

J. G. Pavelka

J. G. Pavelka, P.Eng.
Director of Public Works

...../2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1991-1995 Capital Budget.

BACKGROUND:

The Parks Development Section of the Public Works Department will be undertaking the second phase of Leaside Park redevelopment this year. The construction of an independent concrete curb on the north side of Leaside Road adjacent to the park will improve the drainage in the area of the park/roadway interface.

The location of the proposed project is shown on the attached plan.

RPM:bk
Attch.

cc: E. C. Matthews, City Treasurer
Treasury Department
ATTN: G. Keith, Senior Accounting Clerk I

G. Lawson, Commissioner
Finance Department

A. Georgieff, Director
Local Planning

J. Thompson, Secretary
Finance and Administration Committee

R. Chrystian, Manager of Parks Division
Public Works Department
ATTN: W. Plessl, Superintendent of Park Development

NORTH
AVENUE
BRIGHTON
BURGESS
KNOX
DUNN
TATE
MEAD
LEASIDE PARK
EAST
WINDERMERE
ROAD
PROPOSED CONCRETE CURB

5.1

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 12
T103-23 (5) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: King Street West, between Sterling and South Oval

RECOMMENDATION:

That the action of the Commissioner of Transportation\Environmental Services be confirmed in authorizing:

The application of D. Baird agent, for the Westdale Business Improvement Association (944 King Street West, Hamilton), to temporarily close the south parking lane on the King Street West road allowance between Paisley Avenue and Marion Avenue, from 10:00 a.m. Friday September 13, 1991 to 12:00 midnight Saturday September 14, 1991, and King Street West, between Newton Avenue and South Oval from 8:00 a.m. to 12:00 midnight on Saturday September 14, 1991, subject to the following conditions:

a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

b) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways and at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

d) That the applicant provide proof of $2,000,000 public liability insurance naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interests, claims demands, costs, damages, expenses and loss;

Cont'd..

Cont'd...

e) That the applicant reimburse the Regional Police, Transportation/Environmental Services, City of Hamilton, Traffic Department and any other agency for any actual costs incurred by these agencies as a result of this event;

f) That no property owner or resident within the barricaded area be denied access to their property upon request;

g) That all property owners and tenants along the closed portion of the route be notified of the festival by the applicant at least two weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

L. D. Turvey, P. Eng
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

A request has been received from D. Baird, agent for the Westdale B.I.A., to hold a "Family Festival" on September 14, 1991. The applicant has requested the closure of the parking area on the south side of the King Street West road allowance between Paisley and Marion. This portion of the closure will allow the applicant an opportunity to set up the various amusement rides for the festival. A closure of King Street from Newton to South Oval on Saturday September 14, 1991 from 8:00 a.m. to 12:00 midnight will allow full use of the road allowance for the festival.

This Department has met with the applicant and municipal departments affected by the request to inform the applicant of the associated costs and responsibilities and report the following:

cont'd...

Westdale Family Festival

cont'd...

Regional Police:
2 Officers - 8:00 a.m. to 4:00 p.m.
2 Officers - 4:00 p.m. to Midnight
For a total cost of $729.16

Traffic Department:
2 Temporary Road Closure signs
@ $150.00 each + G.S.T. = $321.00
Posting of No Parking signs
Bagging of Parking Meters
Men and truck + G.S.T. = $402.32
For a total cost of $723.32

Hamilton Street Railway:
1 Hamilton Spectator Ad = $700.00
G.S.T. = $49.00
For a total cost of $749.00

Total municipal costs $2201.48

The applicant has been informed that barricading and clean up costs will be the responsibility of the event organizers

Notice of this event was sent to all affected municipal departments and the applicant has petitioned the area residents and businesses and no objections were received.

The Regional Police Department has reviewed the festival area route and they indicate that appropriate traffic control and detour routes can be provided.

JKC:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: J. G. Pavelka, Director of Public Works
cc: M.F. Main, Director of Traffic Services

5.2

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 September 5
P. Strong
S705-27/S717-08

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **1991 Servicing Expenditures Related to Subdivisions**

RECOMMENDATION:

i) That item 11 of the Transport and Environment Committee Report 12-90, adopted by City Council on 1990, September 25 which refers to the approval of the engineering schedules for "EASTGATE HEIGHTS EXTENSION, HAMILTON", be deleted and,

ii) That the following submitted schedules, be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in:

"EASTGATE HEIGHTS EXTENSION", HAMILTON

City's Share -NIL-, Subdivider's Share - $46,595.71

Note: Schedules revised to include 7% G.S.T. on inspection fees.

"QUEENSTON HEIGHTS"

City's Share -NIL-, Subdivider's Share - $177,088.00

iii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

iv) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and subdivision agreements have been registered.

v) That in the event any Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

1991 Servicing Expenditures Related to Subdivisions

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A (See Schedule "A")

BACKGROUND:

"EASTGATE HEIGHTS EXTENSION"

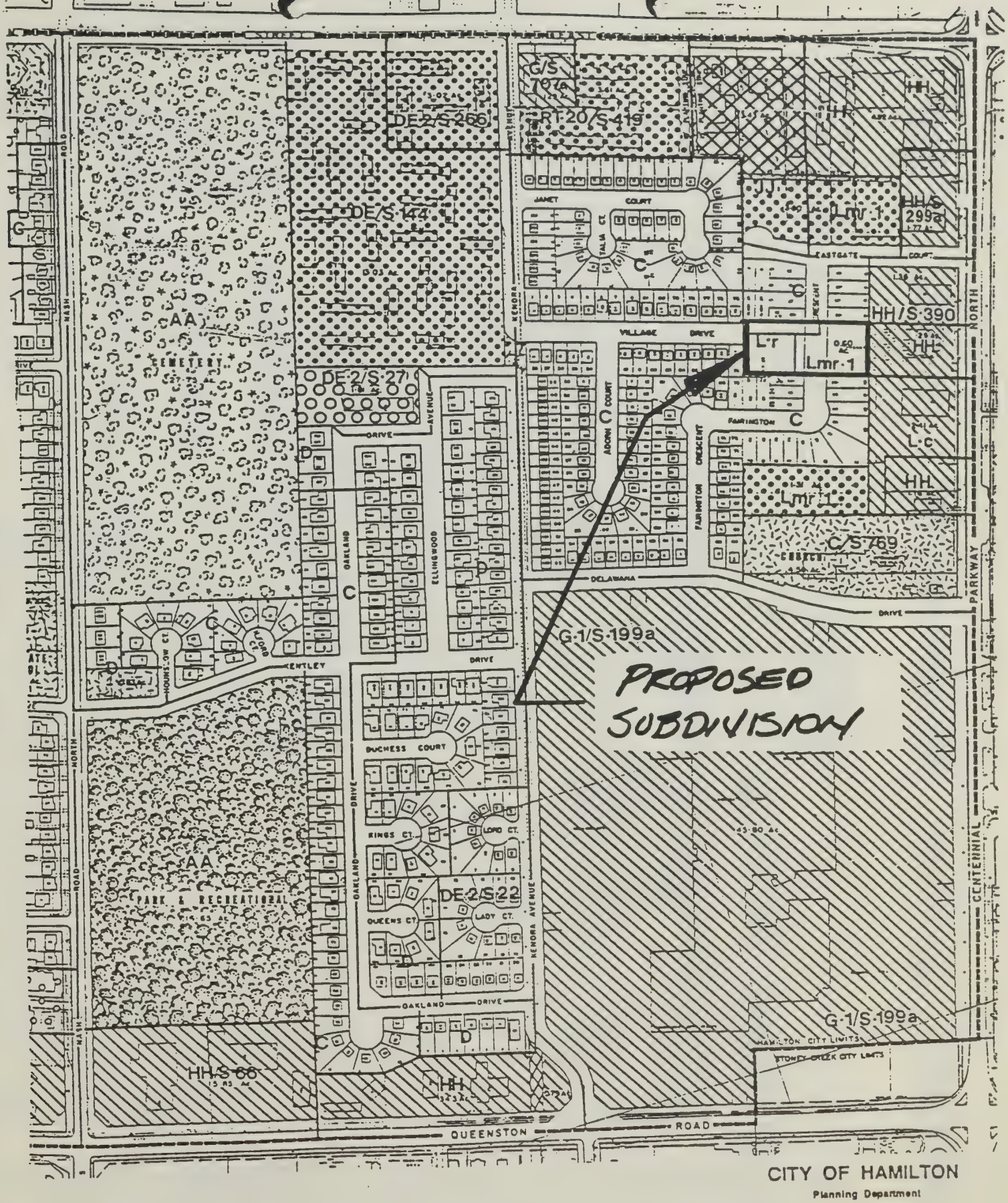
The development of these lands will result in the creation of 12 single family residential units. These lands are located in the Kentley Neighbourhood South of Barton Street and West of Centennial Parkway. There is no City Share for the cost of installing services for this proposed subdivision. Since the developer for this subdivision did not proceed in 1990 the schedules of works had to be revised to include 7% G.S.T. on inspection fees. This is the only revision to the schedules (See Schedule "A" attached).

"QUEENSTON HEIGHTS", HAMILTON

The development of these lands will create 26 single family residential units and 2 Blocks to be developed in the future when adjacent lands develop. This proposal is located in the Riverdale East neighbourhood east of Donn Avenue. There is no City share for the cost of installing services for this subdivision (See Schedule "A" attached).

PS:jk
Attach.

cc: J. Thompson, Secretary, Finance and Administration Committee
cc: E.C. Matthews, City Treasury Department
cc: L.E. Farr, City Solicitor



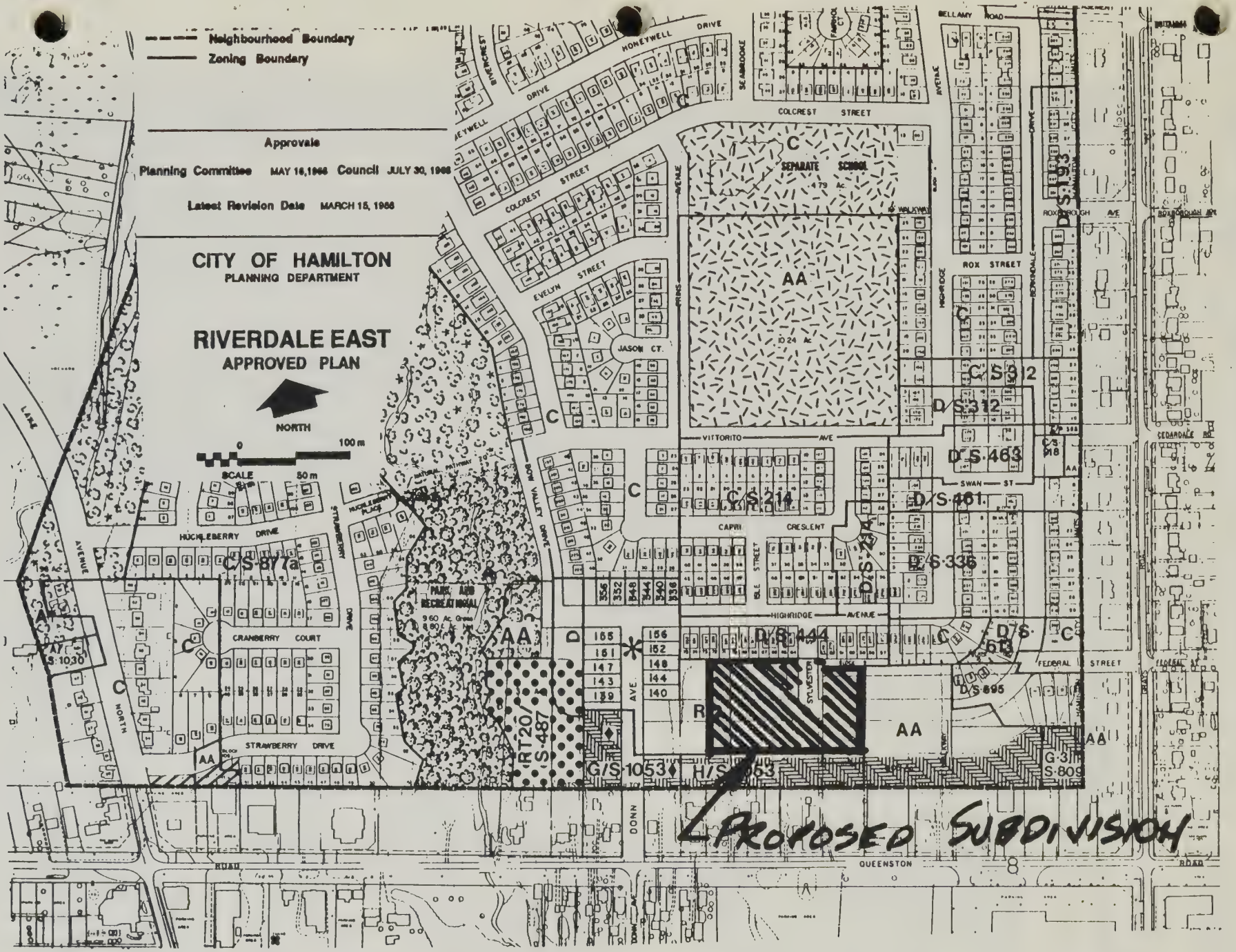
CITY OF HAMILTON
Planning Department

KENTLEY
APPROVED PLAN

NORTH

SCALE 0 100m 50m

"KEY PLAN: EASTGATE HEIGHTS EXT."



"KEY PLAN" - "QUEENSTON HEIGHTS" SUBDIVISION

"Schedule A"

1991 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE
OF EXPENDITURES

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
-Eastgate Heights Extension -Landmart Building Corporation -Ashenhurst Nouwens Limited -John P. Nouwens, O.L.S. (File S705-27)	12 Lots Hamilton	89-12-12 P&D 28-89 Item 8(b)	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Fencing	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00	$ 46,595.71	$ 46,595.71
-Queenston Heights -Ferrell Building Supply and Adron Investments Ltd. -A.J. Clarke and Assoc. Ltd -A.J. Clarke, O.L.S. (File S717-08)	26 Lots Hamilton	Comm. of Planning 91-06-05	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Fencing	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00	$177,088.00	$177,088.00
TOTALS:				$0.00	$0.00	$0.00	$223,683.71	$223,683.71

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

5.3

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 September 6
S610-03/S716-29 L. MacNeil

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the various streets as noted below:

Queen Victoria Drive	Part 11, Plan 62R-6257, and Block "AX", Plan M-192
Glen Forest Drive	Block "A", Registered Plan 1421, and Block "F", Plan M-62

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

Ted Gall

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE CITY LANDS
INTO QUEEN VICTORIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Queen Victoria Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Queen Victoria Drive.

Firstly

Part of Lot 6, Concession 7, in the former geographic Township of Barton, designated as Part 11 on Plan 62R-6257, and

Secondly

Part of Parcel 1' Reserves, Section M-62
being part of Block "AX", Plan M-62
designated as Part 3, Plan 62R-10839
being part of the Parcel

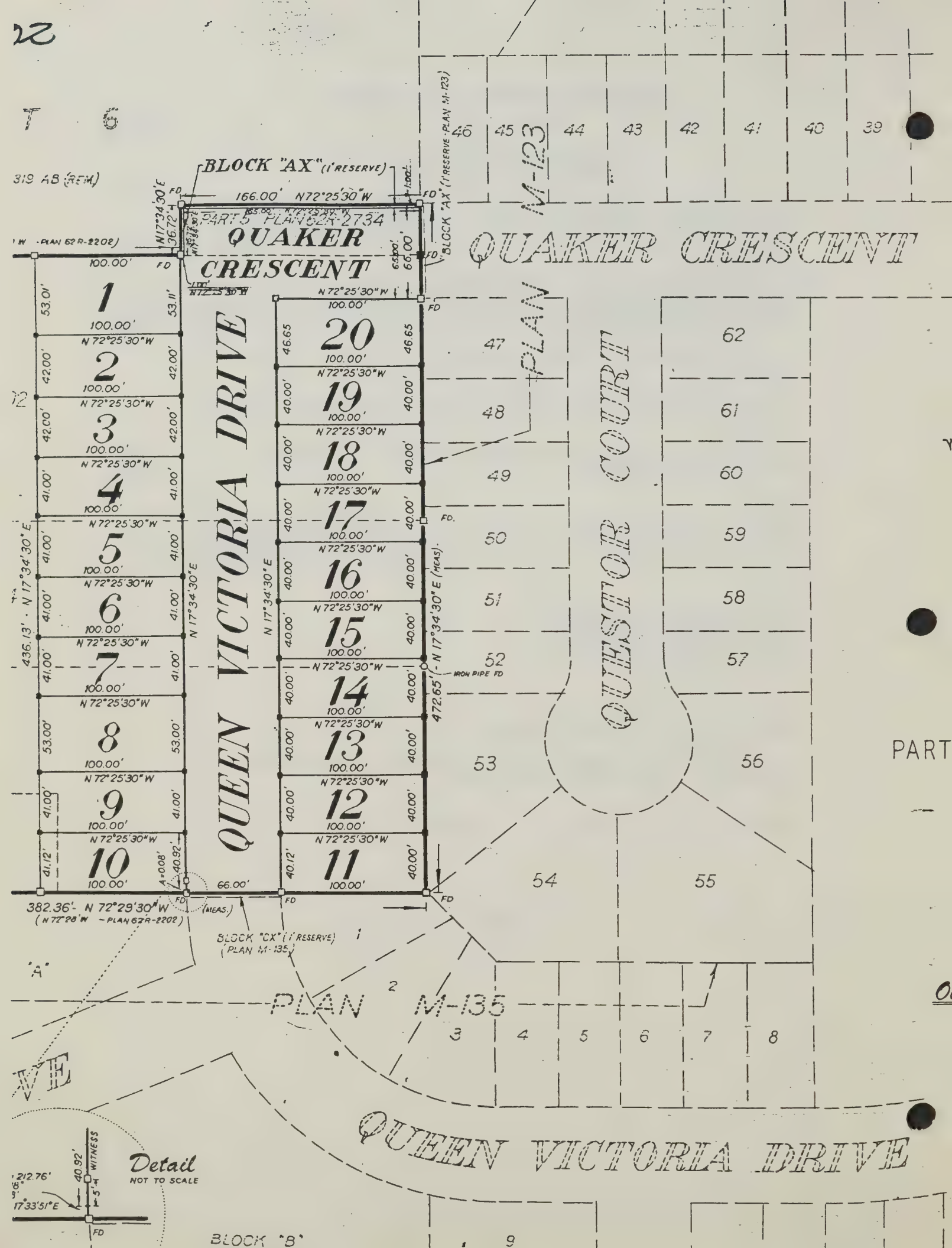
All in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor


22
T 6
319 AB (REM)
BLOCK "AX" (1' RESERVE)
166.00' N72°25'30"W
PART 5 PLAN 62R-2734
QUAKER CRESCENT
QUAKER CRESCENT
M-123
PLAN
QUEEN VICTORIA DRIVE
QUEEN VICTORIA DRIVE
OUTSTATOR COURT
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
436.13' - N 17°34'30"E
382.36' - N 72°29'30"W
(N 72°28'W - PLAN 62R-2202)
BLOCK "CX" (1' RESERVE)
(PLAN M-135)
PLAN M-135
Detail
NOT TO SCALE
BLOCK "B"

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE CITY LANDS INTO GLEN FOREST DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Glen Forest Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Glen Forest Drive.

Firstly

Block "A", Registered Plan No. 1421, and

Secondly

Part of Parcel 1' Reserves, Section M-62
Being all of Block "F", Plan M-62
being part of the Parcel

All in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor


REMAINDER INST. Nº 7769
(1/6 INTEREST CONVEYED
BY INST. Nº 334207HL)
BLOCK 'B'
RESERVE 'A'
N 73° 43' 30" W 381·76'
N 26° 14' 30" E 347·56'
N 26° 14' 30" E 191·60'
N 31° 54' 30" E 247·14'
N 31° 54' 30" E 279·47'
Rad=666·46' Arc=281·56' CH.=279·47'
N 44° 00' 40" E
Non tangential
472·42' (Meas.)
N 56° 06' 50" E-PLAN C TA 7701
STREET WIDENING
(472·97'
1027·5
ALBION ROAD
MOUNT
DRIVE
GOLFCREST ROAD
FOREST
DRIVE
AND COUNTRY CLUB
WIDENED BY BY-LAW 68-4 REGIS
(ESTABLISHED
Partial Plan
of
Registered Plan n: 1421

TFLEET

_TON

RTH

QLS.

Partial Print of Plan M-62



5.4

CITY OF HAMILTON

- RECOMMENDATION -

SEP 09 1991

DATE: 1991 September 6
T103-09A(18) H. N. Groen

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Home Improvement Centre
Roadway Improvements and Intersection Realignment
East Side of Centennial Parkway at Arrowsmith Road

RECOMMENDATIONS:

a) That the proposed roadway improvements on Centennial Parkway and Arrowsmith Road and the intersection realignment of Centennial Parkway and Arrowsmith Road, including the installation of traffic signals at this intersection required as a result of construction of a proposed commercial plaza on the east side of Centennial Parkway at Arrowsmith Road, be advertised in accordance with Section 301 of the Municipal Act.

b) That Hamilton Home and Design Centre Incorporated be advised of this action.

for L.D. Turvey, P.Eng.
Commissioner of Transportation
Environmental Services

Cont'd...

Proposed Home Improvement Centre
Roadway Improvements and Intersection Realignment
East Side of Centennial Parkway at Arrowsmith Road (Cont'd)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The main access to this proposed shopping centre will be on Centennial Parkway, south of the C.N.R. Mainline Subway. The applicant/owner requires an Approach Approval from the City of Hamilton Traffic Department. As a condition of approach approval, roadway improvements/realignments are required on Centennial Parkway and Arrowsmith Road due to this development approval. According to our preliminary studies, the construction estimate to do these works excluding the cost of traffic signals, is approximately $259,000.00. Further details of the financial implications, including possible cost sharing, will be submitted in the report to the Committee following the required advertising period. In accordance with Section 301 of the Municipal act, the roadway alterations must be advertised for four consecutive weeks.

BACKGROUND:

Hamilton Home and Design Centre Inc. has submitted Site Plan Control Application DA 90-94 to the Regional Planning and Development Department for their review and approval. We have reviewed the traffic generated by this proposed plaza with staff of the City of Hamilton Traffic Department. It is the opinion of staff that the minimum roadway improvements required on Centennial Parkway and Arrowsmith Road is the construction and pavement widening for channelization, left turn lanes, raised concrete median islands and the realignment of Arrowsmith Road to the north to match the plaza entrance. The warrants for the installation of traffic signals at the intersection of Centennial Parkway at Arrowsmith Road, the approval and possible cost sharing of these traffic signals will be addressed in the report to the Committee following the required advertising period.

It is our opinion that the construction of exclusive turning lanes, concrete median islands on Centennial Parkway and the realignment of Arrowsmith Road are directly attributable to the development of this plaza and thus should be a condition of approach approval for this development. As noted, the costs, warrants for traffic signals etc will be submitted in the report to Committee following the required advertising period.

HNG/cb

cc: L. Sage, C.A.O.
B. Morrow, Mayor
M. Main, Traffic Department

5.5

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1991 August 13
E308-02C E. Goodger

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Rondar Inc. - PCB Destruction for National Slag Limited at 139 Windermere Road in Hamilton

RECOMMENDATION:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB destruction for National Slag Limited at 139 Windermere Road in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

for L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont...

Rondar Inc. - PCB Destruction for National Slag Limited at 139 Windermere Road in Hamilton

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from Rondar Inc. for a Certificate of Approval to carry out PCB decontamination for National Slag Limited at 139 Windermere Road in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

National Slag Limited has hired Rondar Inc. to carry out on-site PCB decontamination of transformer oil. The PCB material is located in an operating transformer (1200 litres) and electromagnet (360 litres) at 139 Windermere Road in Hamilton. The facility is located in a Heavy Industrial zone and is well removed from residential areas.

The PCB destruction technology and procedures to be used by Rondar Inc. at the National Slag Limited facility has been fully approved by the Ministry of the Environment (Approval No. A 820227, Sept. 20, 1988).

The mode of operation proposed by Rondar Inc. consists of circulating the oil from the de-energized transformer and electromagnet through their mobile dechlorination equipment. The oil will be decontaminated to less than 2 parts per million (ppm) and returned to the transformer and electromagnet. In total, 1560 litres of transformer oil, ranging in PCB concentration of 98 to 340 ppm, will be decontaminated. According to MOE regulations, material which contains greater that 50 ppm PCBs is classified as a PCB waste.

The byproduct of the Rondar Canada Inc. process will consist of approximately 200 litres of centrifuge residue and 400 litres of Spent Fullers Earth. This material will be delivered to a MOE licensed facility for processing, namely A. F. White Ltd Transformer Services in Eden, Ontario.

No specific permits are required for the work proposed by Rondar Inc. as the work will be carried out entirely on National Slag Limited property.

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

The Rondar Inc. proposal has scheduled the work to be carried out during a 54 day period from September 16, 1991 to November 8, 1991, however the work will not commence until MOE approval has been received.

EAG/sch

6.1 i)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 20

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Glencarry Avenue, between King Street and Lucerne Avenue - Parking Regulations. [TEC-180-91]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Glencarry Avenue which commences at a point 114 feet north of King Street and extends to a point 61 feet northerly therefrom, be replaced with a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

b) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Glencarry Avenue which commences at a point 124 feet north of King Street and extends to a point 51 feet northerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

c) That the City Traffic Bylaw-89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of a request from Mr. B. Watson, 251 Glencarry Avenue, that the short section of one hour parking time limit on both sides of Glencarry,

north of King be replaced with a two hour limit as is the case for the remainder of the block between King and Lucerne. Mr. Watson is concerned that the various regulations on this section of street require too many sign posts in the vicinity of his home.

Glencarry was recently narrowed to one lane and is presently operated as a southbound one-way street from King to a point 94 feet northerly therefrom. Prior to this modification, there was a 175 foot section of one hour parking time limit. However, presently, there is only room for one vehicle on either side of the street in this area. Extending the two hour limit into the area which is presently signed with a one hour limit will allow for the removal of two posts which are considerably close to other existing posts. Although there is no longer any record of why the one hour limit was implemented, the removal of this regulation should not create any serious problems, since the proposed two hour limit will continue to create a parking turnover for non-permit holders. Therefore, the Traffic Department concurs with the request.

QUEENSTON ROAD
QUEENSTON
SOUTH
PARKDALE AVENUE
CENTRAL AVENUE
LUCERNE AVENUE
CHERRY ROAD
CRESCENT
GARVEY
COURT
BARDENIA
POTTRUFF
ROAD
KING STREET
EAST
CORONATION AVE.
LAWRENCE ROAD
SINCLAIR COURT
ELAINE CT.
SYLVIA AVE.
HIXON ROAD
ALBION ROAD
CLENCAIRN AVENUE
GLASSCO AVE.
ADAIR AVE S.
DELENA AVE S.
BELAND AVE S.
REID AVE S.
KNOWLES ST.
TAYLOR
HILLS
BELAND COURT
Red Hill Creek
B-1
C
H
E
D
DE/S-91
D7361

6.1 ii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 September 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Norfolk Street North between Main Street and Sanders Boulevard - Parking Regulations. [TEC-198-91]

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Norfolk Street North between Main Street and Sanders Boulevard such that parking is prohibited;

- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October, and November; and

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

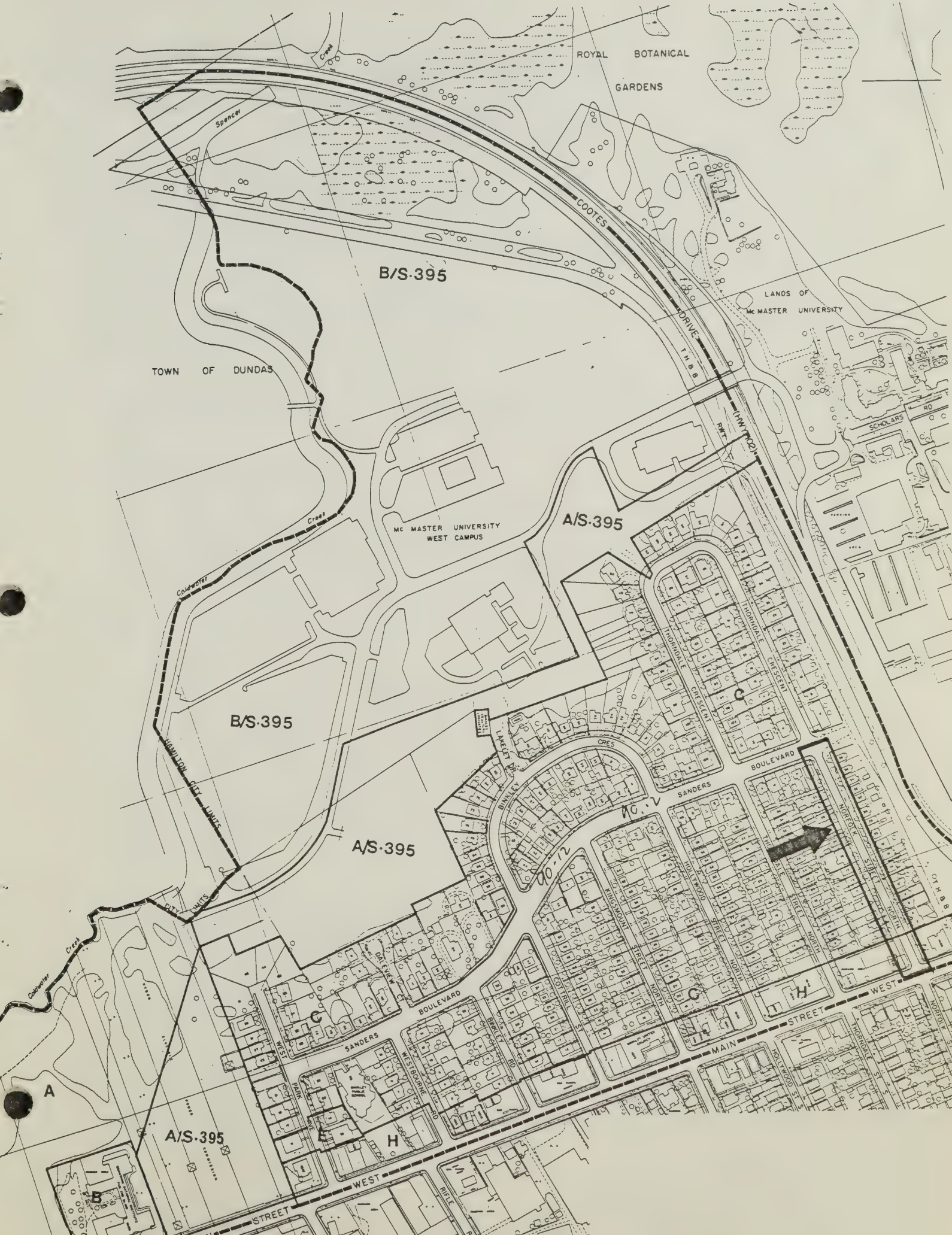
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Terry Cooke and Alderman Mary Kiss have advised of concerns expressed by residents of Norfolk between Main and Sanders regarding vehicles parking on both sides of the street, obstructing driveway movements. Norfolk has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this block.

A petition was circulated in the fall of 1990, but there were not enough signatures obtained to have a sufficiently signed petition (66%). Therefore, no action was taken at that time. However, Alderman Cooke recently advised that he wishes to initiate an "Alternate Side Parking" regulation in this block. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

An investigation has revealed that there are approximately three more legal on-street parking spaces on the east side of the street than there are on the west side. Therefore, the Traffic Department recommends that parking be prohibited on the west side of the street during the winter months.


ROYAL BOTANICAL GARDENS
Spencer Creek
COOTES DRIVE
LANDS OF Mc MASTER UNIVERSITY
B/S-395
TOWN OF DUNDAS
Mc MASTER UNIVERSITY WEST CAMPUS
A/S-395
Cootes Paradise
Creek
HAMILTON CITY LIMITS
THORNDALE CRESCENT
LAKELET DR.
BINKLEY CRES
SANDERS BOULEVARD
KINGSMOUNT STREET NORTH
HOLLYWOOD STREET NORTH
NORFOLK STREET NORTH
MAIN STREET WEST
DALEWEST CRT
WEST BOURNE RD
PARK AVE
RIFLE RD
SCHOLARS RD
A
B
C
E
H

6.1iii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 19

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Crockett Street between East 34th Street and East 35th Street - Parking Regulations. (TEC-171-91)

RECOMMENDATIONS:

a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Crockett Street between East 34th Street and East 35th Street and on the south side of the street between East 35th Street and a point 118 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

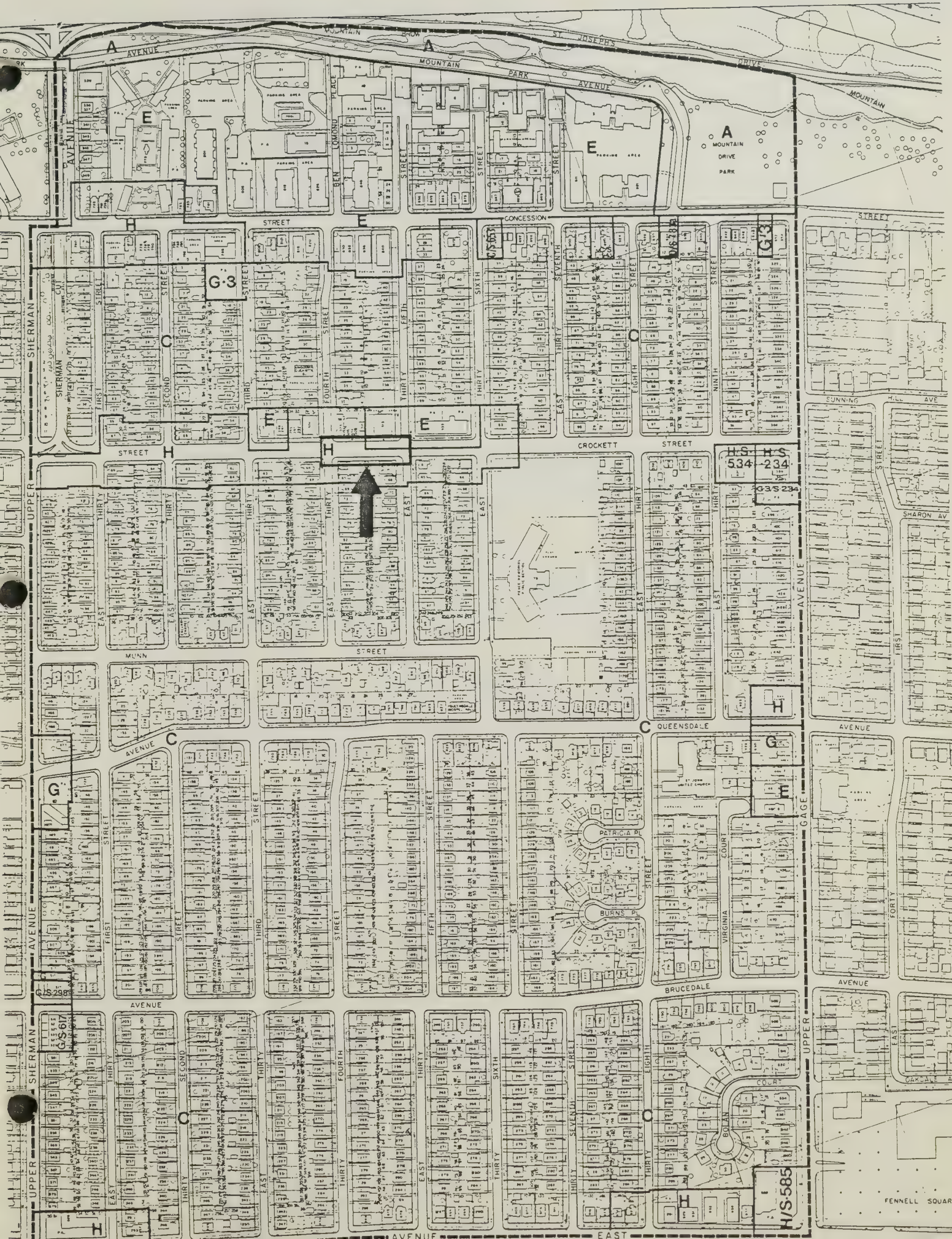
The Traffic Department has received a letter from Vicki Blanchard, co-owner of Tony & June's Eatmor Ltd. (TJ's), 309 Crockett Street, which was signed by representatives of three other area businesses, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Crockett between East 34th and East 35th. Alderman Tom Jackson also contacted the Traffic Department respecting this matter.

Crockett has a 50 foot pavement width, and presently, there is unrestricted free parking on the north side of the street and there is a 118 foot section of half hour parking time limit on the south side of the street immediately west of East 35th. There are also "No Stopping" corner clearances on the north and south sides of Crockett, east of East 34th.

There are two unrestricted free parking spaces on the south side of the street in front of Archer's Auto Repair and the owner of this business has requested that these spaces remain unrestricted.

Ms. Blanchard has expressed concern regarding long-term non-resident parking by staff and visitors of the Henderson Hospital. She, as well as the representatives of the other area businesses, is seeking a time limit regulation which would create a parking turnover for customers of their businesses. It is noted that there are presently two vacant businesses and one vacant residential property in this block.

The Traffic Department has reviewed this matter and since the block is occupied primarily by commercial business and all of the proprietors support the regulation, the Traffic Department concurs with the request. The two spaces in front of Archer's Auto Repair will remain unrestricted free parking as requested by Mr. Archer.


MOUNTAIN PARK AVENUE
ST. JOSEPH'S DRIVE
MOUNTAIN DRIVE PARK
CONCESSION STREET
CROCKETT STREET
SUNNING HILL AVE
SHARON AV
MUNN STREET
QUEENSDALE AVENUE
BRUCEDALE AVENUE
SHERMAN AVENUE
UPPER GAGE AVENUE
PATRICIA PL
BURNS PL
VIRGINIA COURT
BOLAN COURT
OAKDALE AV
FENNELL SQUARE
H.S. 534
H.S. 234
G-3 S 234
G/S 617
G/S 298
H/S 585
G-3

6.1 iv)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 20

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Milton Avenue - Parking Regulations. (TEC-165-91)

RECOMMENDATIONS:

a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Milton Avenue from Barton Street to Myler Street be replaced by a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and

b) That the existing "No Parking" regulation on the east side of Milton Avenue commencing at a point 369 feet north of Barton Street and extending to a point 51 feet northerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and

c) That the existing "No Parking" regulation on the east side of Milton Avenue commencing at a point 104 feet north of Barton Street and extending to a point 93 feet northerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m.,Monday to Friday" regulation; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget for the cost of manufacturing, erecting and maintaining the required signs.

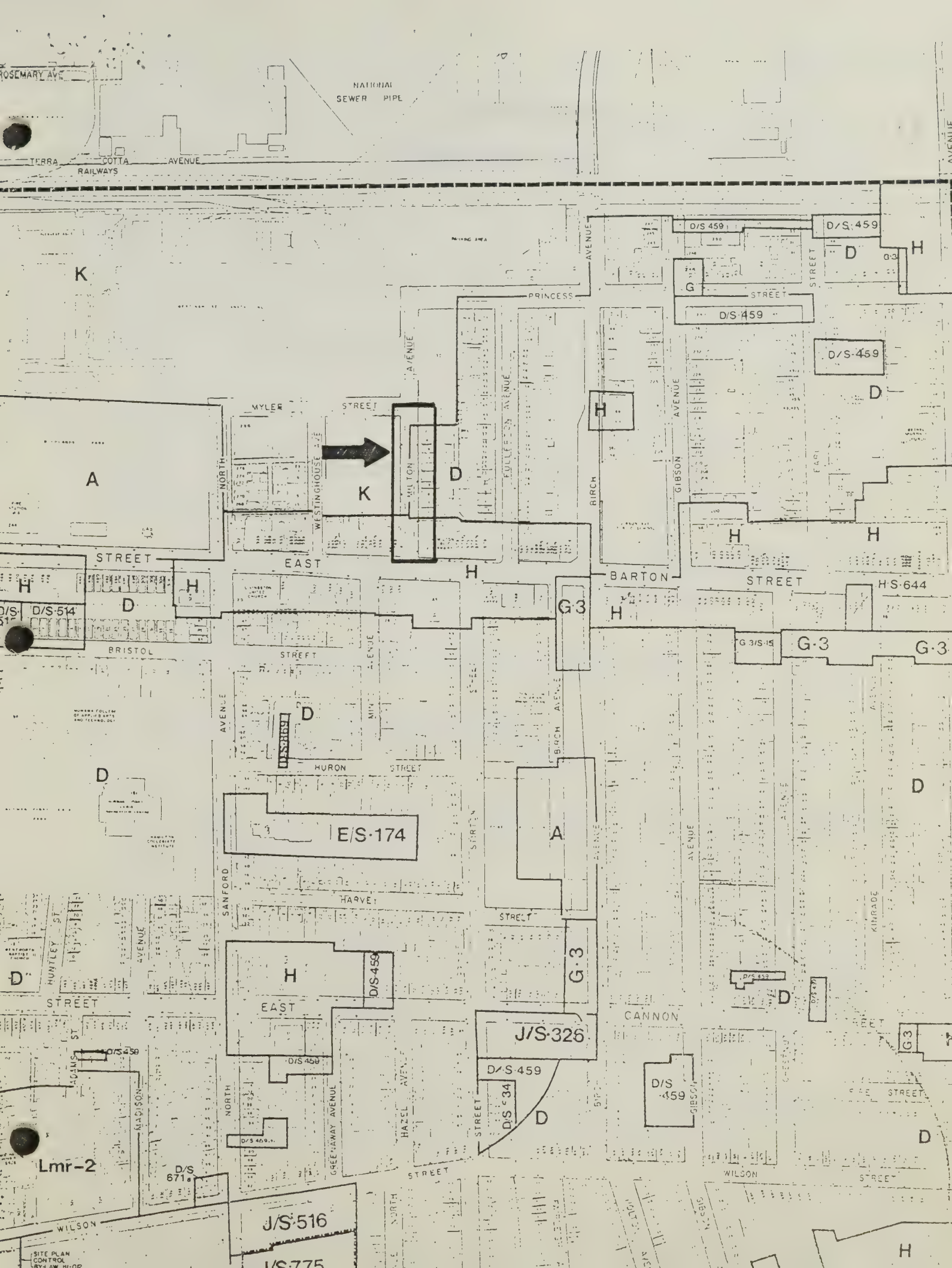
BACKGROUND:

The Traffic Department has received a petition signed by representatives of eleven of the fifteen, one, two and three family dwellings abutting Milton between Barton and Myler, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on both sides of the street. The resident who

circulated the petition has expressed concern regarding long-term non-resident parking by employees of Westinghouse.

Milton has a 24 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in conjunction with an "Alternate Side Parking" regulation. A one hour parking time limit would further reduce non-resident parking. Therefore, since 73 percent of the abutting residents support changing the three hour limit to a one hour limit, the Traffic Department concurs with the request.

Also, an investigation has revealed that there are two short "No Parking" areas on the east side of the street which are no longer required and which could be removed to provide an additional five or six on-street parking spaces. Therefore, it is also recommended that these parking prohibitions be removed and replaced with a one hour limit.


ROSEMARY AVE
NATIONAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
PRINCESS STREET
MYLER STREET
EAST
BRISTOL STREET
HURON STREET
HARVEY STREET
BARTON STREET
CANNON STREET
WILSON STREET
NORTH WESTINGHOUSE AVENUE
MILTON AVENUE
FULLERTON AVENUE
BIRCH AVENUE
GIBSON AVENUE
SANFORD AVENUE
HUNTLEY ST AVENUE
MADISON AVENUE
GREENAWAY AVENUE
HAZEL AVENUE
KINRADE AVENUE
D/S-459
D/S-514
D/S-644
E/S-174
J/S-326
J/S-516
J/S-775
G-3
G-3/S-15
Lmr-2
D/S 671
SITE PLAN CONTROL BY-LAW 81-82

6.1 v)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 September 6

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Delmar Drive - Parking Regulations **(TEC-204-91)**

RECOMMENDATION:

a) That a "One Hour Parking time Limit, 8:00 a.m. to 9:00 p.m., Monday to Friday" regulation be implemented on both sides of Delmar Drive commencing at a point 597 feet east of Columbia Drive and extending to a point 490 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Hart Solomon FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

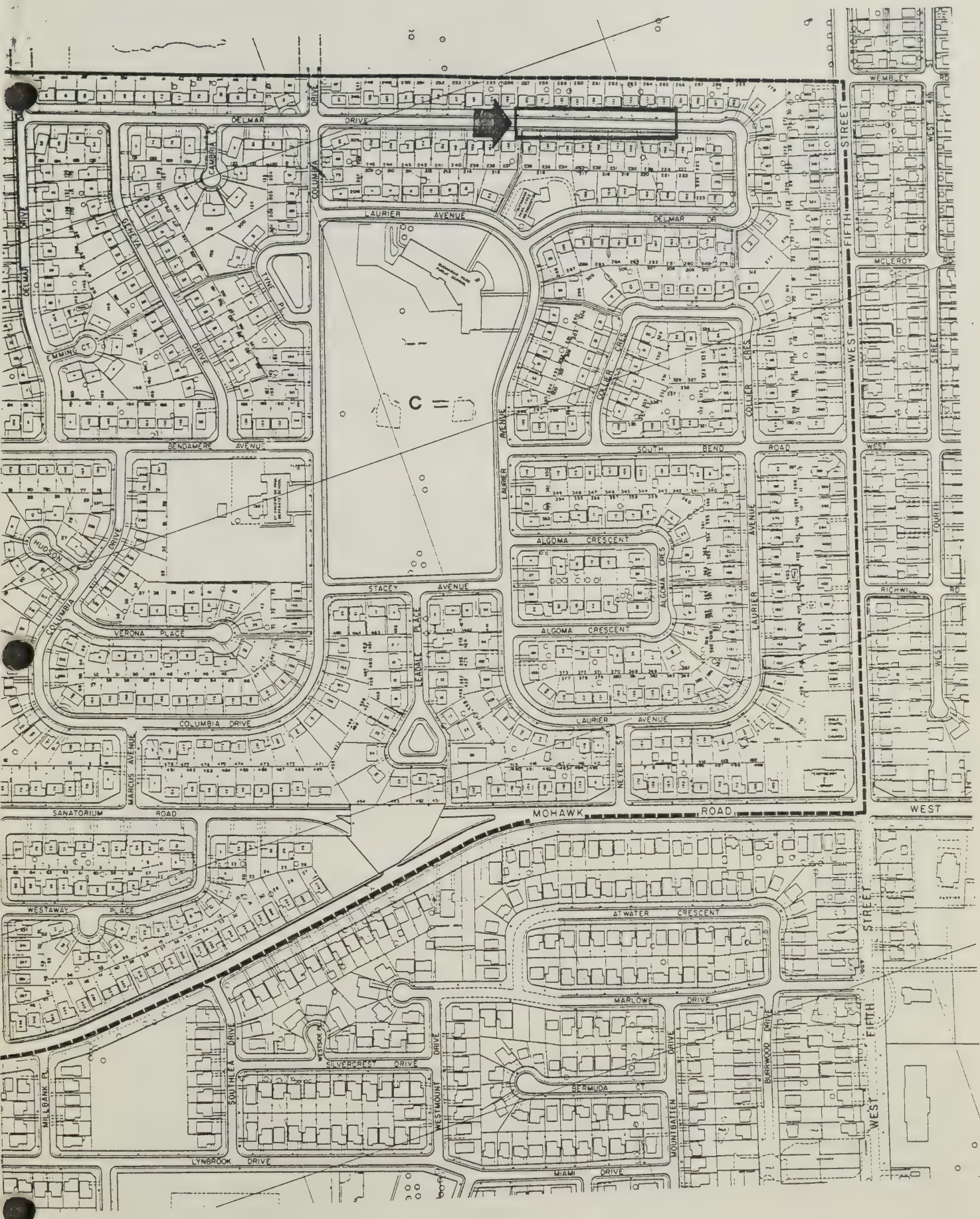
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree

BACKGROUND:

The Traffic Department has received a petition signed by representatives of ten of the 18 one, two and three family dwellings abutting Delmar requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Friday" regulation be implemented on both sides of Delmar between Nos. 130 and 152 inclusively. Two additional residents have been contacted by telephone and they have indicated that they support this proposal. All ten residents who signed the petition are in favour of the proposed regulation.

Delmar has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. Immediately west of this area is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street.

The resident who circulated this petition has advised that a resident at No. 133 Delmar operates a small private school from her home and often has many students parking on the street for long periods of time. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 66 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


DELMAR DRIVE
LAURIER AVENUE
DELMAR DR
WEMBLEY
FIFTH STREET WEST
MCLEROY
GENEVA
TYNE PL
EMMING CT
DRIVE
BENDAMERE AVENUE
COLLIER CRES
SOUTH BEND ROAD
LAURIER AVENUE
ALGOMA CRESCENT
ALGOMA CRES
HUDSON CT
DRIVE
COLUMBIA
STACEY AVENUE
VERONA PLACE
LEADALE PLACE
COLUMBIA DRIVE
MARCUS AVENUE
NEYER ST
SANATORIUM ROAD
MOHAWK ROAD
WEST
FOURTH
RICHWI
WESTAWAY PLACE
ATWATER CRESCENT
MARLOWE DRIVE
SILVERCREST DRIVE
WESTSIDE DR
SOUTHLEA DRIVE
WESTMOUNT DRIVE
BERMUDA CT
MOUNTBATTEN DRIVE
BURRWOOD DRIVE
MILLBANK PL
LYNBROOK DRIVE
MIAMI DRIVE

6.1 vi)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 21

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Hess Street North between Napier Street and Peter Street - Parking Regulations. [TEC-184-91]

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the west side of Hess Street North, commencing at a point 74 feet south of Peter Street and extending to a point 116 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

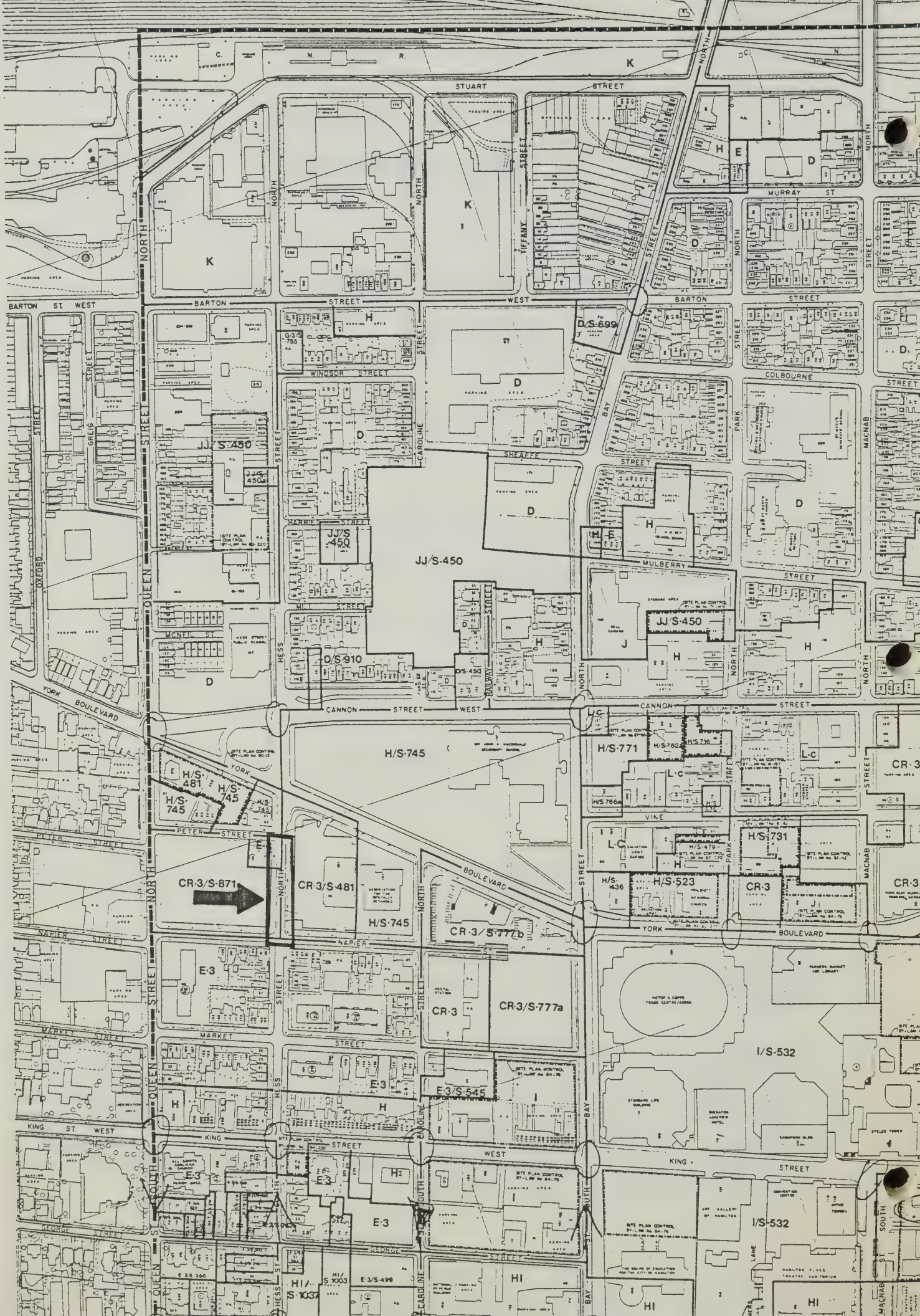
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Parking Authority recently completed renovations to their parking facility on the west side of Hess between Napier and Peter. These renovations included the closure of one of the two existing driveway approaches on Hess.

Hess has a 30 foot pavement width, and presently, parking is prohibited on the east side and there is a "One Hour Parking Time Limit" regulation on the west side of the street between Napier and Peter.

The closure of the driveway approach allowed for the extension of the "One Hour Parking Time Limit" regulation across this unused approach. However, it was brought to our attention that a severe visibility problem existed for motorists attempting to enter Hess from the other driveway, and therefore, it was necessary to erect a "No Stopping" driveway clearance by order of the Chief of Police until Committee/Council approval could be obtained. These signs were erected on 1991 August 08 and the net result is that there has been no loss of any on-street parking spaces.


STUART STREET
MURRAY ST
BARTON STREET WEST
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
CANNON STREET WEST
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING ST. WEST
GEORGE STREET
QUEEN STREET NORTH
QUEEN STREET SOUTH
HESS STREET NORTH
CAROLINE STREET NORTH
BAY STREET SOUTH
MACNAB STREET
PARK LANE
D/S-699
JJ/S-450
H/S-745
H/S-481
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
E-3/S-545
I/S-532
H/S-771
H/S-731
H/S-523
D/S-910
HI/S-1037
E-3/S-499

6.1 vii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 22

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Picton Street East between John Street North and Catharine Street North - Parking Regulations. (TEC-186-91)

RECOMMENDATIONS:

a) That a "Permit Parking" regulation be implemented on the south side of Picton Street East between John Street North and Catharine Street North; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first ten eligible applicants residing on Picton Street East between John Street North and Catharine Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $120.00 in revenue each year from the sale of parking permits which would off-set the cost to some degree.

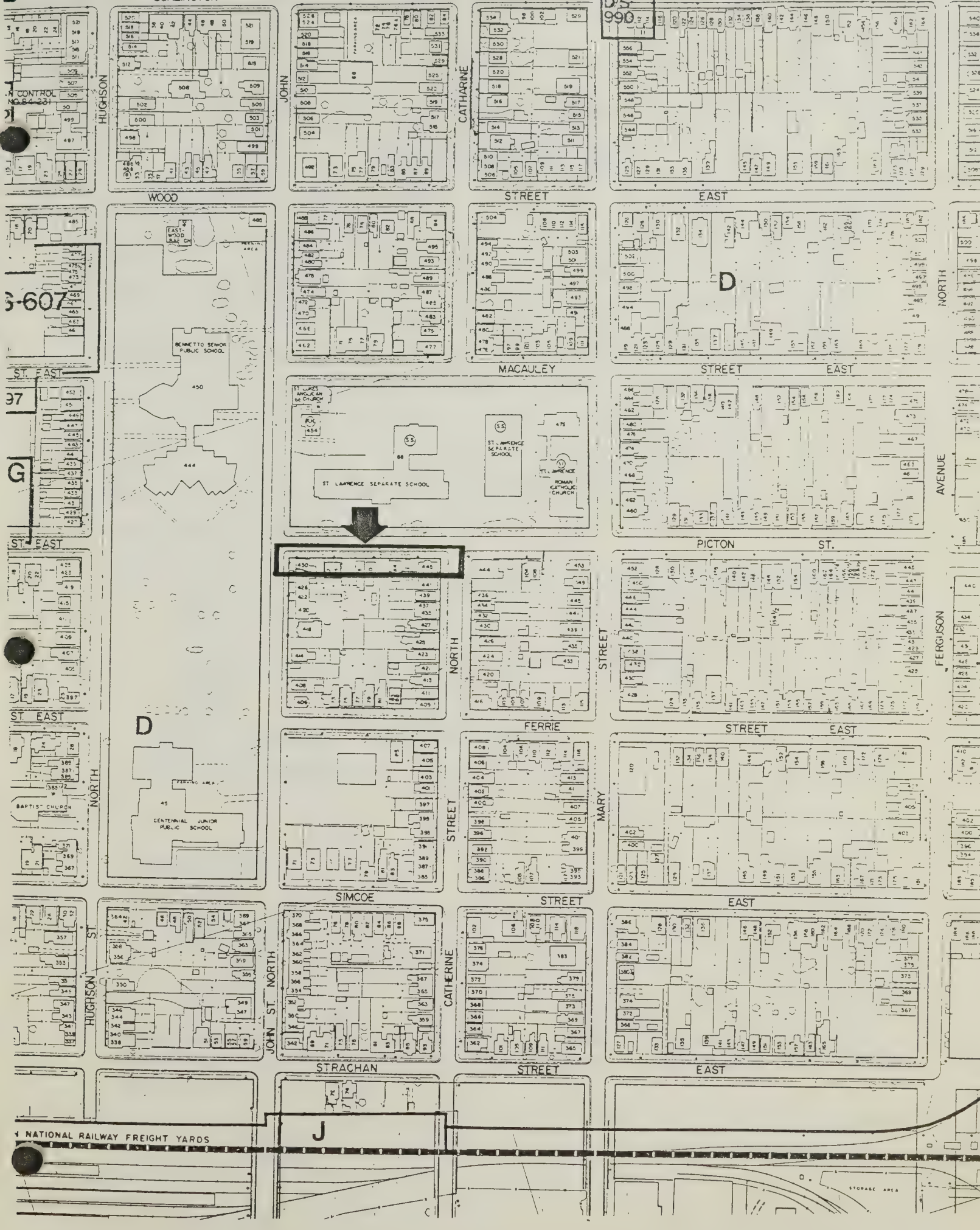
BACKGROUND:

The Traffic Department has received a petition signed by representatives of five of the seven one, two and three family dwellings abutting Picton between John and Catharine, requesting that a "Permit Parking" regulation be implemented on the south side of the street in this block. All seven residents who signed the petition are in favour of the requested regulation.

Picton has a 28 foot pavement width, and presently, there is unrestricted parking on the south side of the street and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in this area.

The resident who initiated this proposal is concerned about long-term non-resident parking on the street in this area. A "Permit Parking" regulation would eliminate long-term non-resident parking and the abutting residents would be eligible to purchase permits which would allow them to park in this area.

An investigation has revealed that there are 10 legal on-street parking spaces on the south side of the street in this block. It was indicated on the petition that only six permits would be required by the five residents who signed the petition. The Traffic Department has contacted one of the two residents who did not sign the petition and she does not require a permit but supports the proposed regulation. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and since 86 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


HUGHSON
WOOD
JOHN
CATHARINE
STREET
EAST
MACAULEY
NORTH
AVENUE
PICTON
ST.
FERGUSON
FERRIE
STREET
EAST
D
BENNETTO SENIOR PUBLIC SCHOOL
ST. LAWRENCE SEPARATE SCHOOL
ST. LAWRENCE SEPARATE SCHOOL
ROMAN CATHOLIC CHURCH
CENTENNIAL JUNIOR PUBLIC SCHOOL
BAPTIST CHURCH
EAST WOOD BAPTIST CH
SIMCOE
STREET
MARY
EAST
HUGHSON
ST. NORTH
JOHN
CATHERINE
STRACHAN
STREET
EAST
NATIONAL RAILWAY FREIGHT YARDS
J
STORAGE AREA

6.1 viii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 22

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

King William Street - Parking Regulations. (TEC-172-91)

RECOMMENDATIONS:

a) That the By-law authorizing the installation of parking meters on the north side of King William Street between John Street North and Catharine Street North be rescinded; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

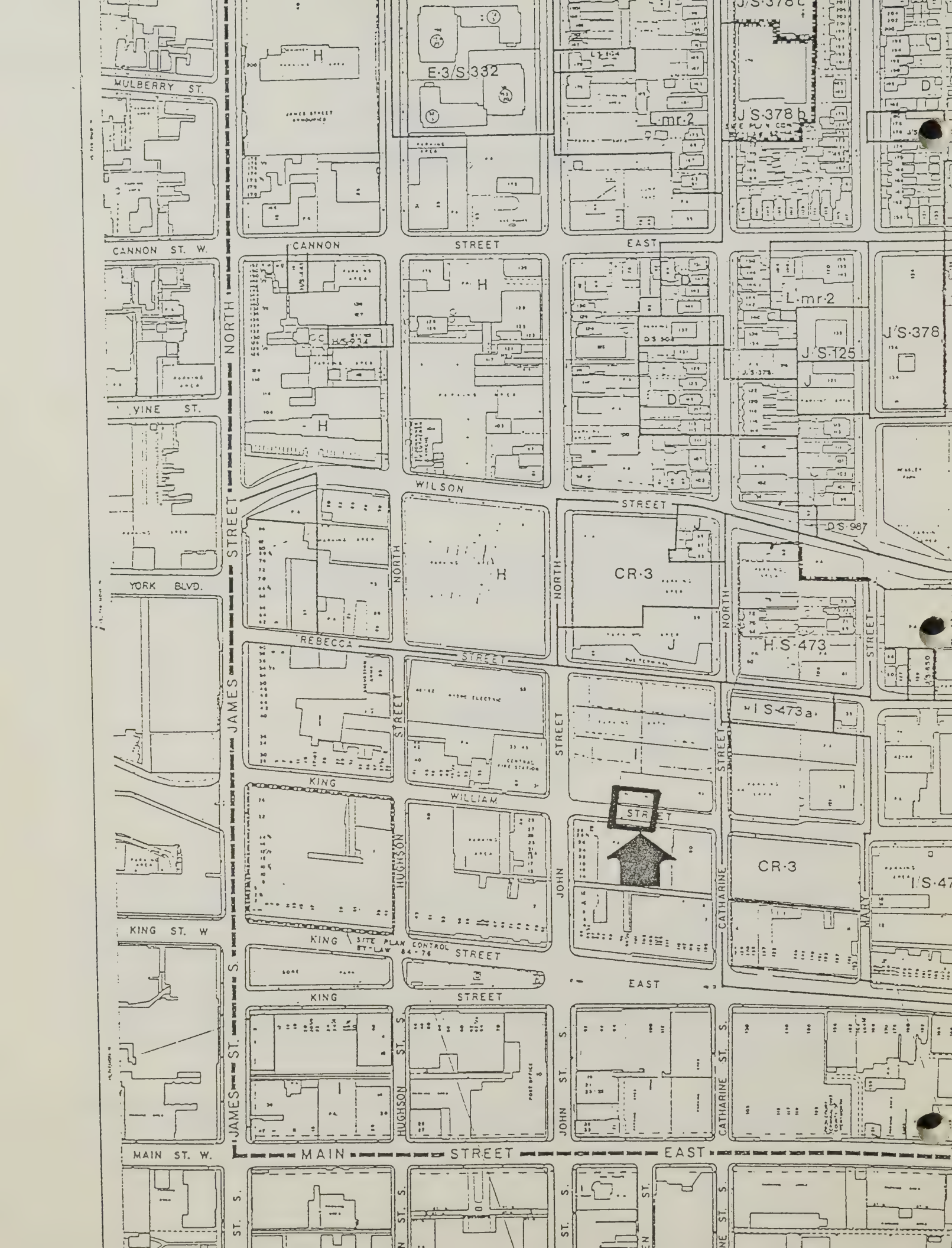
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

City Council, on 1991 June 25, approved a by-law to install parking meters on the north side of King William Street between Catharine Street North and John Street North as a result of a request by the manager of the Erie Beach Restaurant. However, the restaurant and take-out businesses have since closed and the manager of these businesses has advised that the parking meters are no longer required. Mr. G.H. Smith, Deputy Chief of the Hamilton Fire Department, has also contacted us advising that the Fire Department is opposed to the installation of the meters on King William in this block, because emergency access could be obstructed if parking is allowed on the north side and a vehicle stops to load and unload on the south side.

The meters have not yet been installed. Therefore, the Traffic Department recommends rescinding the By-law and replacing it with the original "No Parking" regulation.


MULBERRY ST.
CANNON ST. W.
VINE ST.
YORK BLVD.
KING ST. W
MAIN ST. W.
JAMES ST. S.
CANNON STREET EAST
WILSON STREET
REBECCA STREET
KING WILLIAM STREET
KING STREET EAST
MAIN STREET EAST
HUGHSON ST. S.
JOHN ST. S.
CATHARINE ST. S.
MARY ST.
NORTH JAMES STREET
H
E-3/S-332
mr-2
J/S-378c
J/S-378b
D
L-mr-2
J/S-125
J/S-378
D/S-987
CR-3
J
H/S-473
I/S-473a
I/S-47
SITE PLAN CONTROL BY-LAW 84-76

6.1 ix)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 28

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Luscombe Street, west of Upper Wellington Street - Parking Regulations. [TEC-192-91]

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Luscombe Street which commences at Upper Wellington Street and extends to a point 75 feet westerly therefrom be extended, such that the regulation commences at Upper Wellington Street and extends to a point 125 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

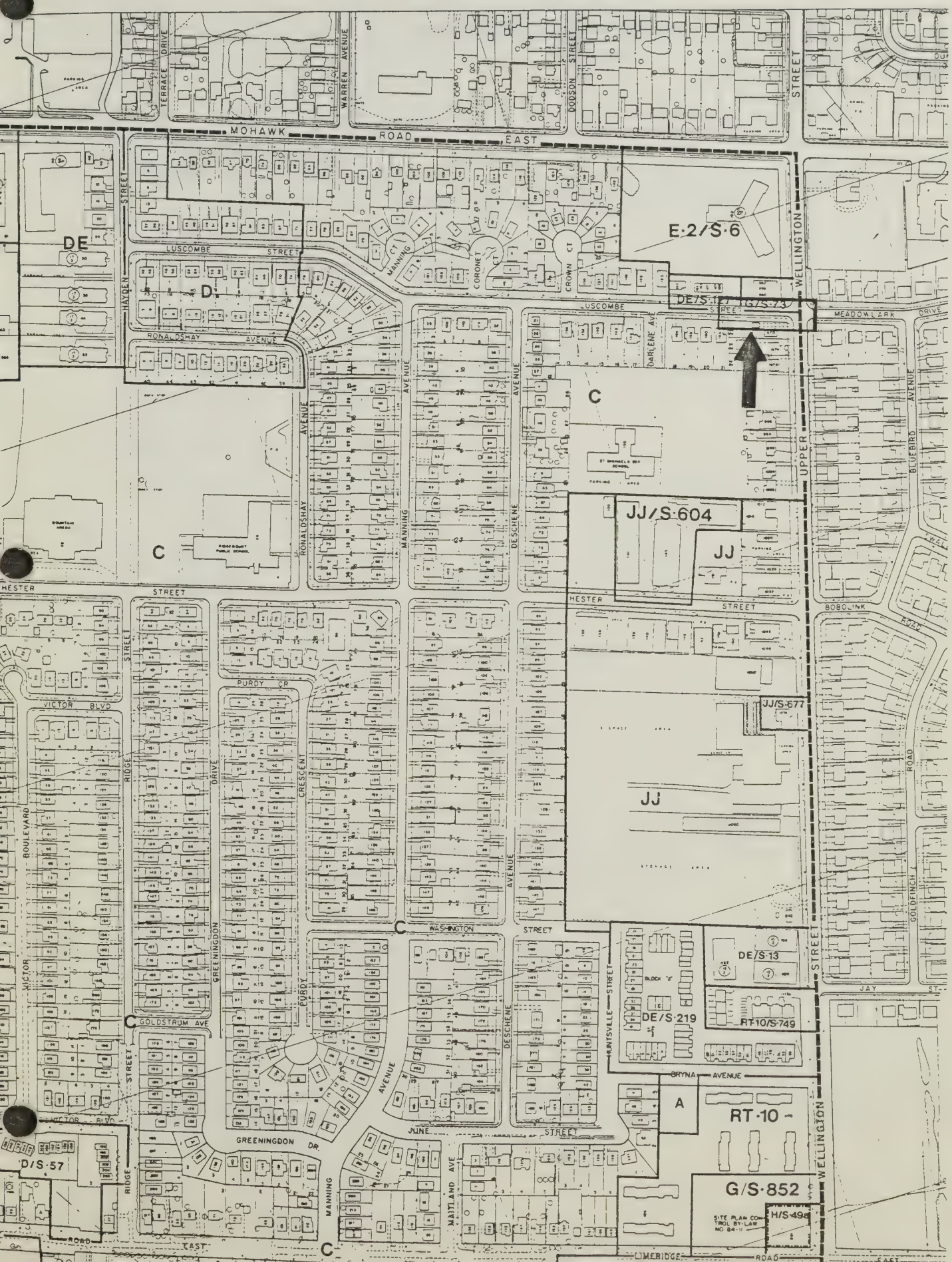
BACKGROUND:

Alderman Henry Merling has advised of a request from Mr. Fred Zipeto, 172 Luscombe Street, that the existing "No Parking" regulation on the south side of Luscombe, west of Upper Wellington be extended across the front of his and his sister's property.

Luscombe has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for 75 foot corner clearances on both sides of the street immediately west of Upper Wellington.

Mr. Zipeto has expressed concern that parked vehicles on the south side of Luscombe, west of his driveway obstructs his visibility when exiting his driveway. Therefore, the Traffic Department concurs with the request.

The extension of the corner clearance will result in a loss of two legal on-street parking spaces directly in front of Mr. Zipeto's and his sister's property. However, virtually all residents in this area have driveways and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents. Mr. Zipeto's sister, Mrs. Filomena Coco, 168 Luscombe Street has advised that she supports the requested regulation.


MOHAWK ROAD EAST
TERRACE DRIVE
WARREN AVENUE
DODSON STREET
WELLINGTON STREET
DE
HAYDEN STREET
LUSCOMBE STREET
RONALDSHAY AVENUE
MANNING AVENUE
CORONET CT
CROWN CT
E-2/S-6
DE/S-127
IG/S-73
DARLENE AVE
MEADOWLARK DRIVE
BLUEBIRD AVENUE
UPPER WELLINGTON
C
D
JJ/S-604
JJ
HESTER STREET
BOBOLINK ROAD
JJ/S-677
VICTOR BLVD
RIDGE BOULEVARD
PURDY CR
PURDY CRESCENT
GREENINGDON DRIVE
DESCHENE AVENUE
WASHINGTON STREET
HUNTSVILLE STREET
DE/S-13
DE/S-219
RT-10/S-749
GOLDFINCH ROAD
JAY ST.
GOLDSTRUM AVE
GREENINGDON DR.
BRYNA AVENUE
A
RT-10
JUNE STREET
MAITLAND AVE
G/S-852
H/S-498
D/S-57
LIMEBRIDGE ROAD EAST

6.1 x)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 28

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Southwood Drive between Fennell Avenue and Morningside Drive - Parking Regulations. [TEC-190-91]

RECOMMENDATION:

a) That parking be prohibited on the east side of Southwood Drive between Fennell Avenue and the north curb line of Morningside Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Formosi recently polled the residents of Southwood between Fennell and Margate to determine if a majority of the abutting residents would support a change to the existing parking regulations in this two block section of street.

Southwood has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for a 110 foot "No Parking" regulation, on the east side of the street immediately north of Fennell. This "No Parking" regulation was implemented many years ago, and records no longer indicate the reason for the regulation.

A total of 34 questionnaires were mailed to abutting residents of Southwood and only 17 (50%) responded to Alderman Formosi's Office. Five residents did not want any changes to the existing parking regulations, five supported an "Alternate Side Parking" regulation, four supported a parking prohibition on both sides of the street and three residents wanted a parking prohibition on one side of the street only.

The consensus of those who did respond was that the parking problem was occurring only in the block between Fennell and Morningside. Therefore, since a majority of the residents in the block between Margate and Morningside did not want any changes to the parking regulations in this block, the Traffic Department contacted additional residents in the block between Fennell and Morningside only. The results of this poll indicated that six residents wanted parking prohibited on both sides of the street, two residents wanted an "Alternate Side Parking" regulation, one resident wanted parking prohibited on the east side of the street only and one resident did not want any changes to the existing regulations.

The Traffic Department generally considers a parking prohibition on both sides of local streets to be over-restrictive and unnecessary and since only 60% of the abutting residents between Fennell and Morningside are in favour of a parking prohibition on both sides of the street the Traffic Department recommends extending the existing parking prohibition on the east side of the street to Morningside. This might be a reasonable compromise since parking would still be allowed on one side of the street, but driveway movements would be improved. Alderman Formosi has advised that he supports this recommendation.


ST JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
KENILWORTH ACCESS
BROW BOULEVARD
MOUNTAIN BROW BOULEVARD
B
B-1
WOODSIDE DRIVE
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SHERWOOD RISE
MORNINGSIDE DRIVE
SOUTHWOOD DRIVE
EDGEWOOD AVENUE
WELLWOOD AVENUE EAST
COMPTON PLACE
HIGH STREET
PRINCETON DRIVE
90-13
B/S-1055
C
A
E/S-2
E-2/S-3
DE/S-1
FENNELL AVENUE EAST
GLENFORD AVE.
IDLEWOOD AVENUE
CRESCENT
HARDALE CRESCENT
SHIRLEY STREET
KENILWORTH AVE.
FOREST DRIVE
606b

6.1 xi)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 27

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Avenue South, south of King Street East - Parking Regulations. [TEC-189-91]

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the east side of West Avenue South commencing at King Street East and extending to a point 96 feet southerly therefrom; and

b) That a "No Parking" regulation be implemented on the west side of West Avenue South commencing at King Street East and extending to a point 115 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

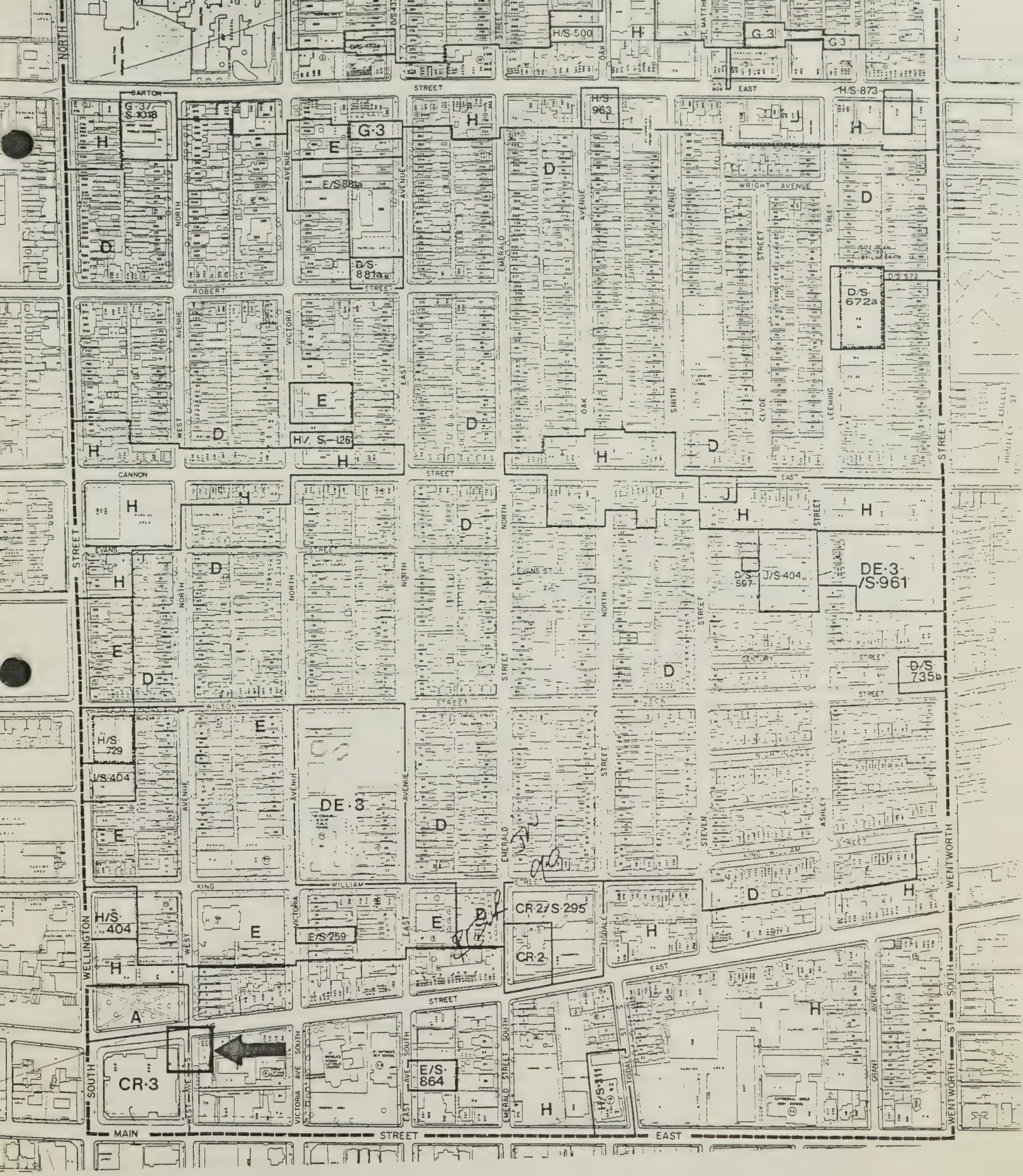
BACKGROUND:

The Traffic Department has received a request from Mr. Roy Hannaford, Property Manager of First Place Hamilton, 350 King Street East, that the existing "No Parking" regulation on the east side of West Avenue be switched to the west side of the street adjacent to their building in order to allow Darts vehicles to load and unload handicapped residents of this building.

West has a 28 foot pavement width, and presently, stopping is prohibited on the west side and parking is prohibited on the east side of the street in this area.

The Traffic Department has contacted Mr. Bob Stirling, President of Stirling Print-All, whose property abuts the east side of the street and Mr. Stirling has advised that he supports the requested changes. Therefore, the Traffic Department concurs with the request.

The implementation of the proposed changes will have no effect on the number of parking spaces since parking is already prohibited on the east side and stopping is prohibited on the west side.



106 | 69 | 70

CITY OF HAMI

6.1 xii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 26

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Maplewood Avenue, east of Sherman Avenue - Parking Regulations. (TEC-187-91)

RECOMMENDATIONS:

a) That the existing "No Parking" regulation on the south side of Maplewood Avenue which commences at Sherman Avenue South and extends to a point 50 feet easterly therefrom, be extended such that the regulation commences at Sherman Avenue South and extends to a point 127 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget to cover the cost of relocating the subject sign.

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Co. requesting that the existing "No Parking" regulation on the south side of Maplewood, east of Sherman, be extended to facilitate bus turning movements.

Maplewood has a 36 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a corner clearance on the south side as well as a "No Stopping" regulation on the north side to accommodate a bus stop.

Extending the existing "No Parking" regulation would result in the loss of one legal on-street parking space. However, the abutting resident has a two car garage and parking would still be allowed on both sides of the street to the east of this area. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with this request.


MAIN STREET EAST
SOUTH
AVENUE
H/S 633a
D
H/S 633
E-2/S 895
H
H/S 577
H/S 733a
C-3
E/S 86
ELM STREET
MAPLEWOOD AVENUE
DELAWARE AVE
SHERMAN AVENUE
BLAKE AVENUE
D/S 209
GILMOUR PLACE
AFTON AVENUE
ROSELAND AVE
NORWAY AVENUE
LORNE AVENUE
PROSPECT STREET
CEDAR AVENUE
BALSAM AVENUE
D/S 880
E/S 800
E/S 358
Lmr 2
CUMBERLAND AVENUE
D/S 476
JJ
C
M-14
E
J
NATIONAL RAILWAYS
A
CANADIAN NATIONAL RLYS
MOUNTAIN PARK AVE
MOUNTAIN SHERMAN ACCESS

6.1xiii

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 September 05

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Lottridge Street, north of Clinton Street - Parking Regulations. [TEC-45-91]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Lottridge Street commencing at a point 110 feet north of Clinton Street and extending to a point 105 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

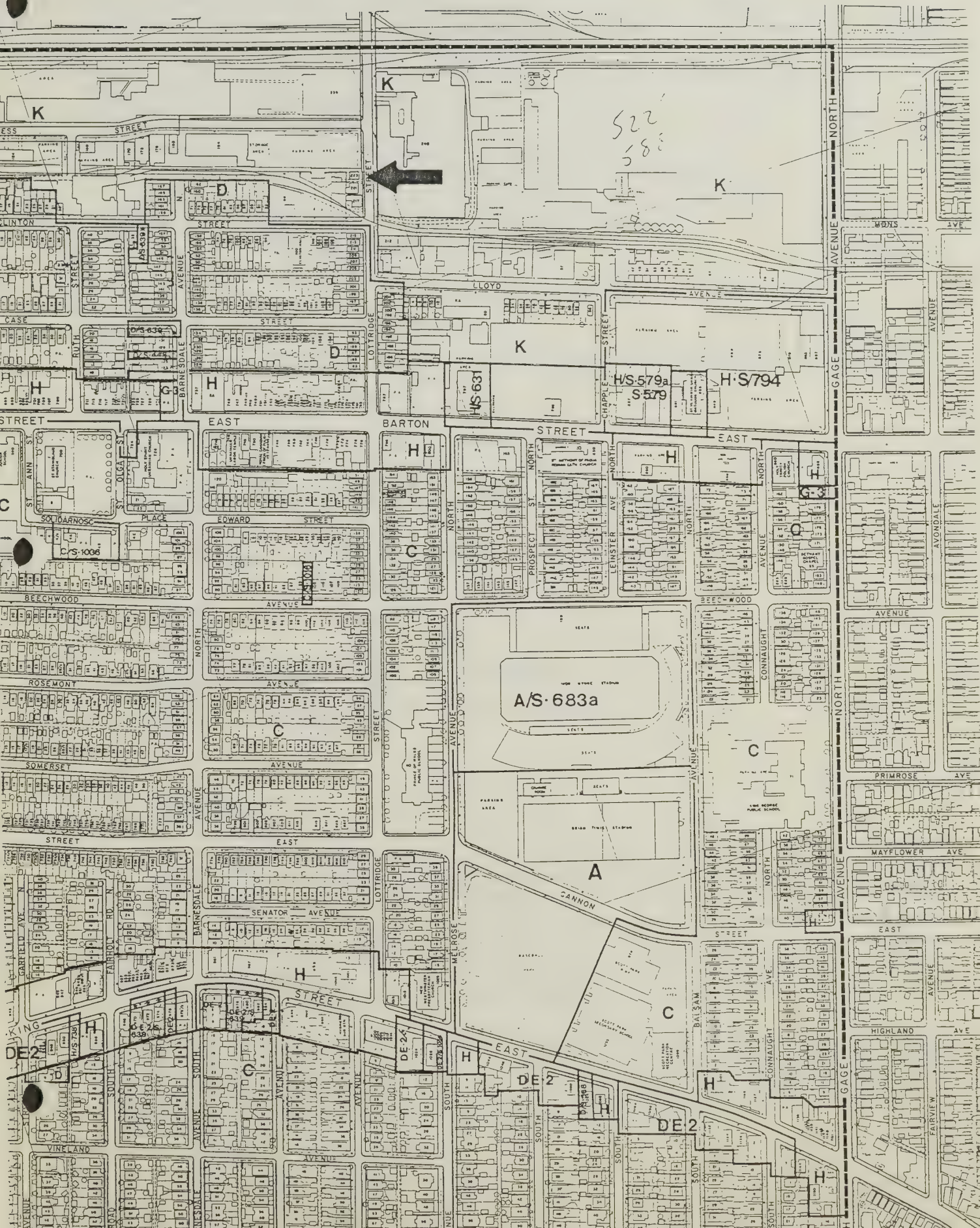
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Losier, 223 Lottridge Street, that a "No Parking" regulation be implemented on the west side of Lottridge, across the frontage and to the north of her property to prevent transport trucks from parking in the vicinity of her home. Mrs. Losier has expressed concern that drivers of transport trucks frequently park in this area and disturb her sleep when they start their motors in the morning.

Lottridge, which is a truck route, has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is a "Two Hour Parking Time Limit" regulation on the west side of the street except for a 110 foot "No Stopping" regulation which serves as a railway clearance, north of Clinton.

The implementation of the requested regulation will result in a loss of four legal on-street parking spaces directly in front and to the north of Mr. Losier's property. Periodic observations reveal that the street is very lightly parked in this area, and transport trucks could continue to park to the north adjacent to industrial property rather than residential property. Therefore, the Traffic Department concurs with this request.


K
STREET
D
H
G-3
H/S-579a
S-579
H-S/794
H/S-631
BARTON
EAST
C
A/S-683a
A
DE-2
CANNON
GAGE
AVENUE
NORTH
SOUTH
BARNESDALE
LOTTRIDGE
MELROSE
CONNAUGHT
PRIMROSE
MAYFLOWER
HIGHLAND
BEECHWOOD
ROSEMONT
SOMERSET
SENATOR
VINELAND
LLOYD
CHAPPLE
PROSPECT
LEINSTER
AVONDALE
FAIRVIEW
BALSAM

6.1 xiv)

CITY OF HAMILTON

SEP 11 1991

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 August 08

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Railway Street, north of Cannon Street West - parking regulations. (TEC-162-91)

RECOMMENDATION:

a) That "Permit Parking" signs not be erected on the west side of Railway Street between Cannon Street West and the northerly end; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

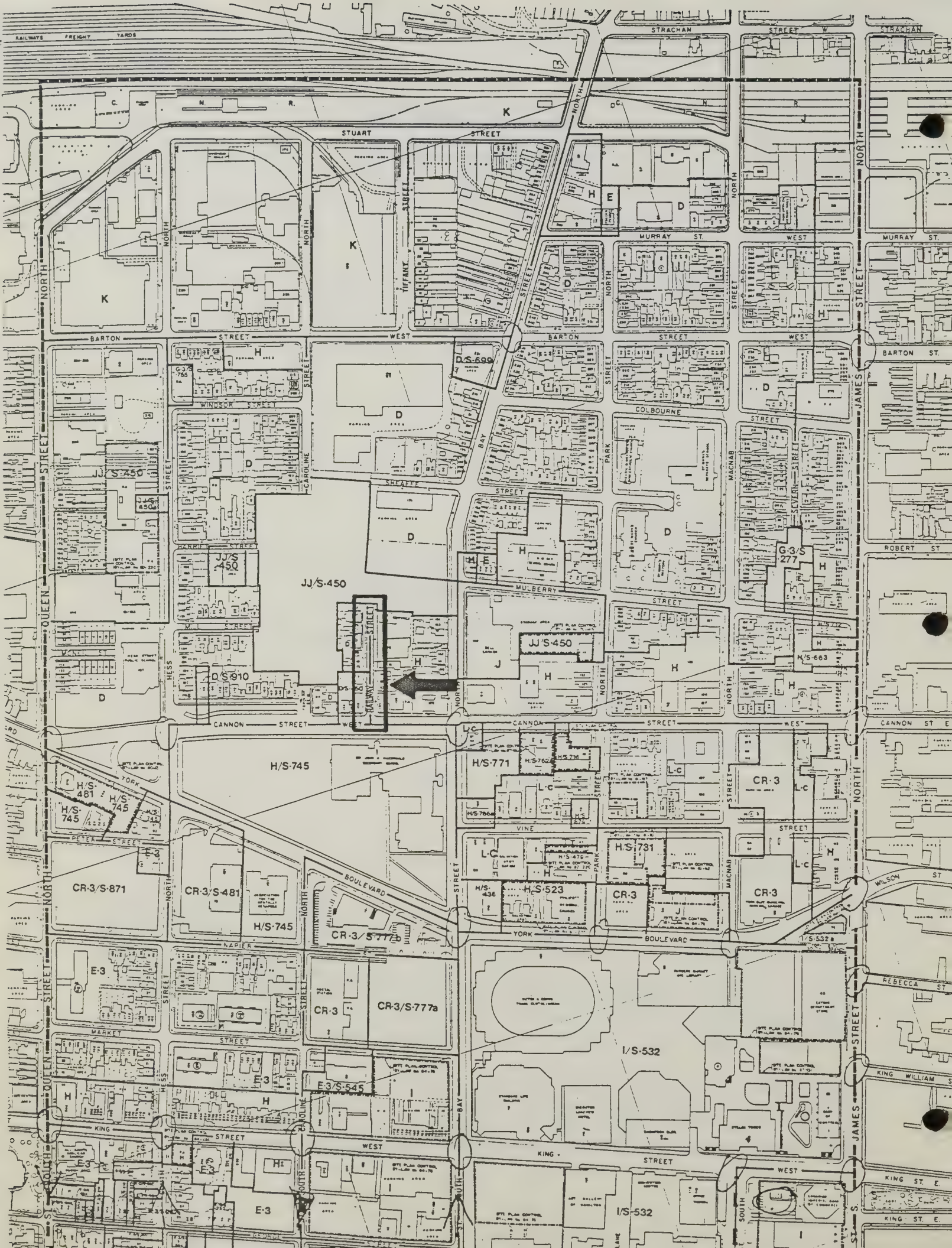
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1990 July 31, the City Council passed a by-law to implement a "Permit Parking" regulation on the west side of Railway Street, north of Cannon Street West. However, prior to the erection of the "Permit Parking" signs, it was apparent that the demand for permits would exceed the number of on-street parking spaces, and because of complaints from the residents regarding the issuance of permits, Alderman Vince Agro asked the Traffic Department to not erect the "Permit Parking" signs until further notice from him. To-date, no further action has been taken regarding this matter.

Since a year has passed, it is apparent that Alderman Agro does not wish to have the "Permit Parking" signs erected on Railway Street, in accordance with the By-law and the direction of the City Council. Therefore, the Traffic Department recommends that the signs not be erected and that the Traffic By-law be amended accordingly.


RAILWAYS FREIGHT YARDS
STUART STREET
STRACHAN STREET W
STRACHAN
NORTH STREET
MURRAY ST.
BARTON STREET WEST
BARTON ST.
WINDSOR STREET
COLBOURNE STREET
SHAFTE STREET
MULBERRY STREET
CANNON STREET WEST
CANNON ST E
ROBERT ST
QUEEN STREET NORTH
JAMES STREET NORTH
CAROLINE STREET
HESS STREET
BAY STREET
PARK
MACNAB
SEVERN STREET
TIFFANY STREET
D/S-699
JJ/S-450
D/S-910
G-3/S 277
K/S-663
H/S-745
H/S 481
H/S 745
H/S-771
H/S-731
H/S-523
H/S 436
CR-3/S-871
CR-3/S-481
CR-3/S-777a
CR-3
L-C
E-3
E-3/S-545
I/S-532
PETER STREET
YORK BOULEVARD
NAPIER
MARKET
VINE
WILSON ST
REBECCA ST
KING WILLIAM S
KING STREET WEST
KING ST. E.
SOUTH

6.1 xv)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 30

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Parking Regulations on Freeman Place and on Mountwood Avenue. (TEC-137-91)

RECOMMENDATION:

That no action be taken regarding the petition for a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation to be implemented on portions of Freeman Place and Mountwood Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

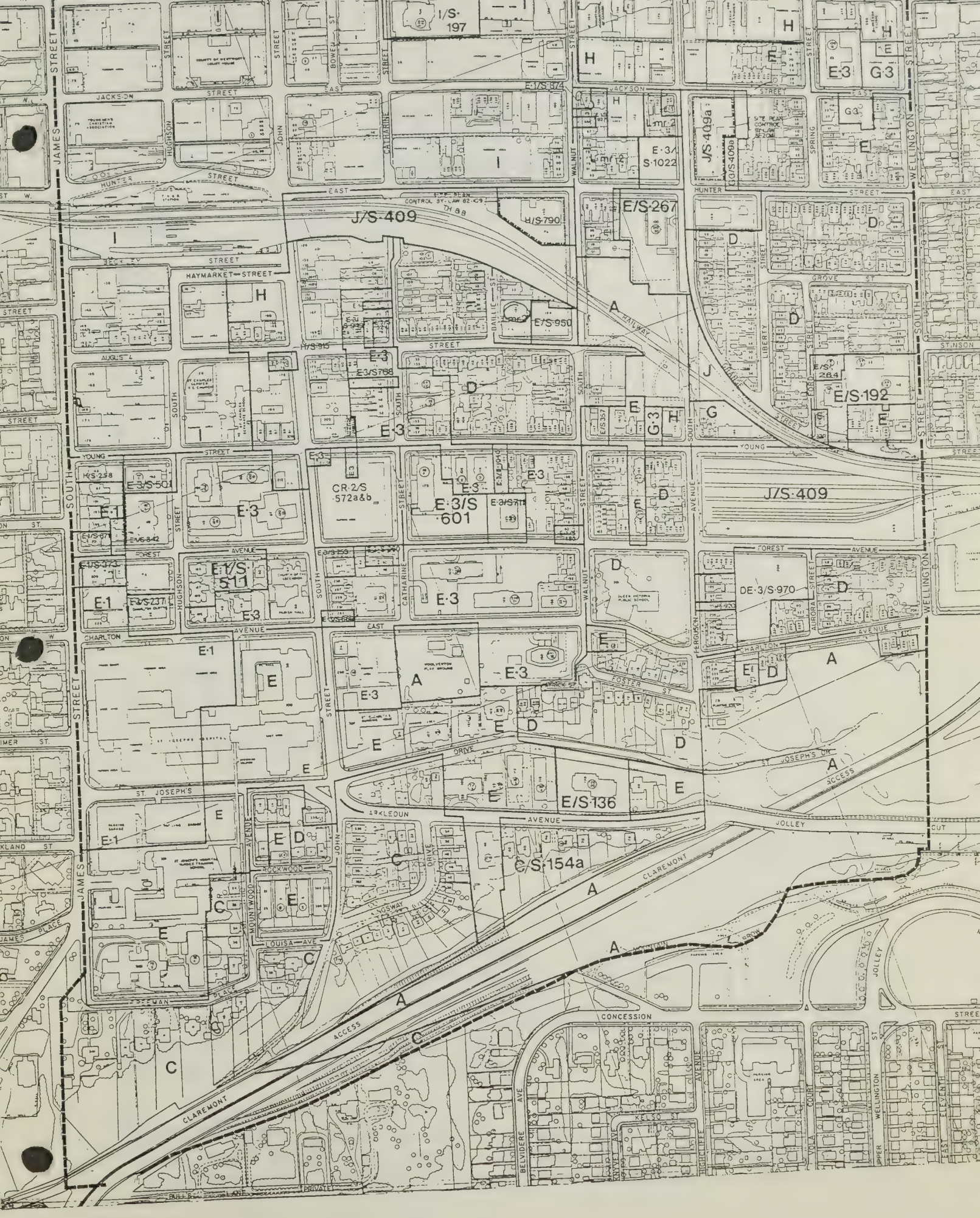
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 9 of the 12 one, two and three family dwellings abutting Freeman and also on Mountwood to the south of Louisa requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both Freeman and Mountwood. The Traffic Department has also contacted one additional resident who indicated his support for the proposed regulation.

Presently, there is a "No Parking" regulation on both sides of Freeman in this area except for a small section of unrestricted parking in front of the apartment buildings on the north side of the street. There is unrestricted parking on the east side of Mountwood in this area. There are six apartment buildings in the vicinity of Freeman and Mountwood. All six buildings depend heavily on on-street parking for their tenants because of insufficient off-street parking.

The resident who circulated the petition has expressed concern regarding congestion on the street especially during the morning created by long-term non-resident parking by staff and visitors to St. Joseph's Hospital.

A certain amount of congestion is likely to occur since the street is only 20 feet wide. However, limiting the parking to a one-hour time limit would not relieve this congestion, and since this is a very localized situation, the Traffic Department does not consider this to be a serious problem. On the other hand, after contacting the superintendent of two of the apartment buildings, it was revealed that the implementation of a time limit regulation would cause serious hardship for abutting apartment tenants. Therefore, the Traffic Department does not concur with this request.


JAMES STREET
HUGHSON STREET
JOHN STREET
KATHARINE STREET
WALNUT STREET
BOWEN STREET
WELLINGTON STREET
JACKSON STREET
HUNTER STREET
MAIN STREET
EAST
WEST
SOUTH
HAYMARKET STREET
YOUNG STREET
CHARLTON AVENUE
FOREST AVENUE
AUGUSTA
GROVE ST
FERGUSON AVENUE
AURORA STREET
FOSTER ST
ST. JOSEPH'S DRIVE
ST. JOSEPH'S ACCESS
JOLLEY CUT
CLAREMONT ACCESS
CONCESSION
BULL'S LANE
PRIVATE
LAKELOUN AVENUE
ROCKWOOD PL
MOUNTWOOD AVENUE
LOUISA AVE
SEEMAN PLACE
BELVIDERE AVE
KENSO AVENUE
VOLA COURT
SPRING
LIBERTY
DAILLIE ST
I/S·197
E·1/S·874
J/S·409
H/S·790
E/S·267
E/S·950
E·3/S·768
E·3/S·601
E·3/S·711
E·3/S·501
E·1/S·511
E·1/S·237
CR·2/S·572a&b
DE·3/S·970
E/S·136
E/S·154a
E/S·192
E/S·284
J/S·409a
E·3/S·1022
E·3/S·357
E·3/S·259
E·3/S·949
E·1/S·67
E·1/S·472
E·1/S·258
E·3/S·342
E·1
E·3
A
C
D
E
G·3
H
J
K
CONTROL BY-LAW 82-69
TH 88

6.1 xvi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Napier Street between Pearl Street and Wellesley Street - Parking Regulations. [TEC-206-91]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the south side of Napier Street between Pearl Street and Wellesley Street, be shortened such that the regulation commences at Wellesley Street and extends to a point 36 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget to cover the cost of changing the subject signs.

BACKGROUND:

At a recent meeting in His Worship Robert M. Morrow's Office, Reverend Tony J. Ouwehand and Don Fairfax of Zion United Church, 210 Napier Street, requested that the existing "One Hour Parking Time Limit" regulation on the south side of Napier between Pearl and Wellesley be removed to provide parking for visitors of Kirkendall - Strathcona Neighbourhood House which is operated by the Wesley Urban Ministries Inc. Alderman Cooke and Kiss also attended this meeting.

The "One Hour Parking Time Limit" regulation controls only three on-street parking spaces in this short section of street, and was implemented in February of 1988 as a result of a petition which was submitted by the two abutting residents. One of the abutting residents has purchased a time limit exemption permit to exempt his vehicle from the signed time

limit in front of his home, and we would expect serious objections to the removal of the regulation. However, a reasonable compromise might be to shorten the regulation to provide one time limit space in front of the permit holder's property and unrestricted free parking for the remaining two spaces.


A/S-569
A/S-569
BOULEVARD
SITE PLAN CONTROL BY-LAW 81-107-Z
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-322
SITE PLAN CONTROL BY-LAW 80-083
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW NO 85-17
TECUMSEH STREET
BARTON STREET
KINNELL STREET
YORK STREET
TOM STREET
FLORENCE STREET
LOCHEARNE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HUNT STREET
HEAD STREET
WEST STREET
KING STREET
EDISON ST
HENRY ST
MORDEN
BEE STREET
WELLESLEY
DEVONPORT
NORTH
SOUTH
DUNDURN
STRATHCONA
RAILWAY
A/S 450
D/S 450
H/S 481
H/S 745
H/S 700
H/S 620
E/S 481
E/S 450
E3/S 366
G-3/S 898
G-3
CR-2
D/S 785
H/S 885
H/S 445
H/S 566
H/S 863
H/S 608
H/S 630
H/S 847
H/S 555
H/S 520
H/S 1304
A
D
E
H
K

6.2 i)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 September 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 68 Burton Street - Removal of a "Permit Parking" regulation for a Handicapped Resident. [TEC-200-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Burton Street which commences 91 feet east of Emerald Street North and extends to a point 22 feet easterly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

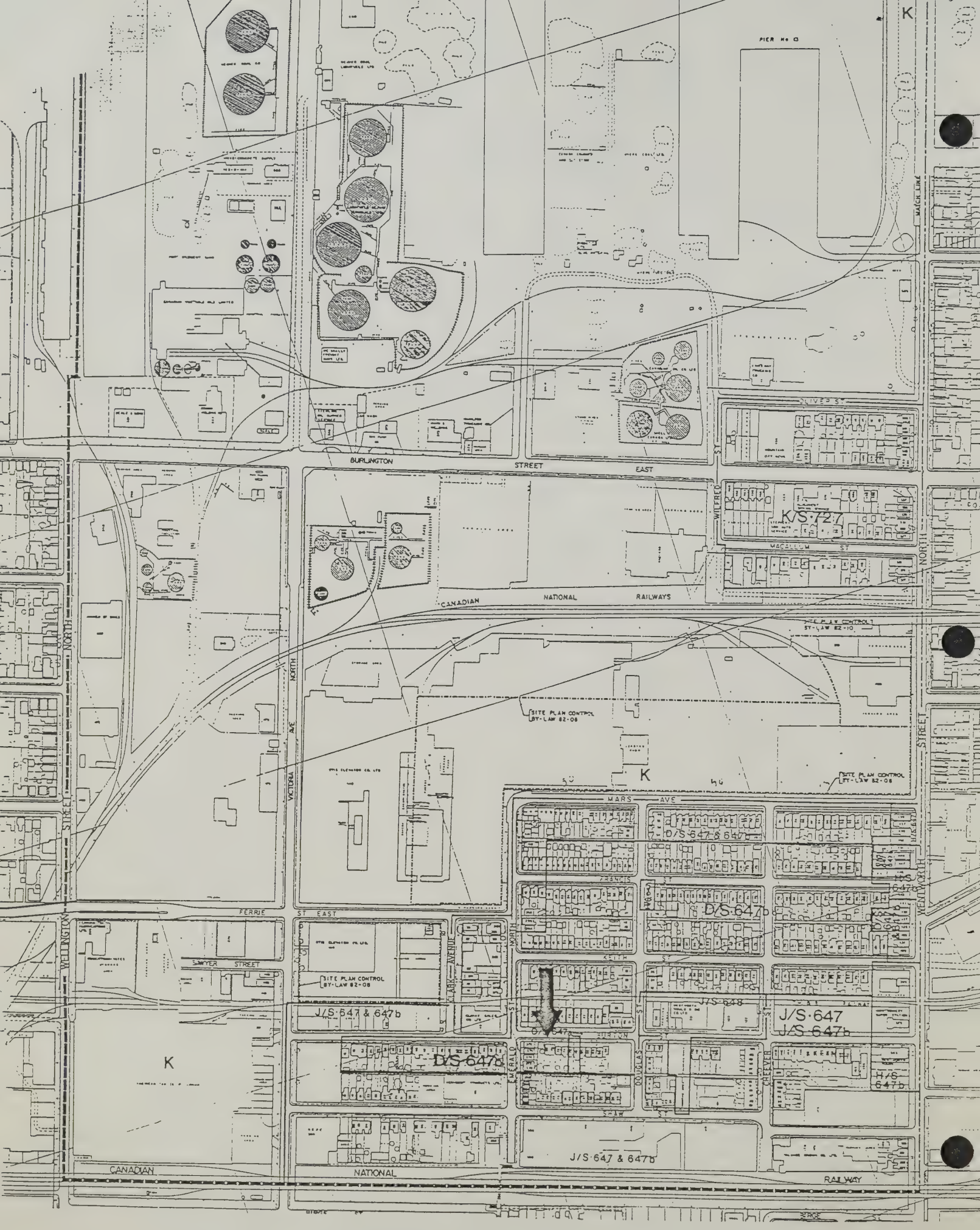
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

In 1990, City Council approved a recommendation to implement a "Permit Parking" regulation on the south side of Burton in front of No. 68, since the resident is handicapped. However, it has recently been brought to the attention of the Traffic Department that this resident has moved, and therefore, it would be appropriate to remove the "Permit Parking" regulation.


BURLINGTON STREET EAST
CANADIAN NATIONAL RAILWAYS
K/S-727
D/S-647 & 647b
D/S-647b
J/S-647 & 647b
J/S-647
J/S-647b
H/S-647b
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
FERRIE ST EAST
SAWYER STREET
WELLINGTON STREET NORTH
VICTORIA AVE NORTH
WENTWORTH STREET NORTH
MACAULAY ST
KEITH
CANADIAN NATIONAL RAILWAY

6.2 ii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 September 4

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Nos. 10 and 14 Holmes Avenue - Requests for two reserved "Permit Parking" spaces for handicapped residents. (TEC-182-91)

RECOMMENDATIONS:

a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on:

- the north side of Holmes Avenue, commencing 107 feet west of Emerson Street and extending to a point 47 feet weterly therefrom; and

- the south side of Holmes Avenue, commencing at a point 69 feet west of Emerson Street and extending to a point 20 feet westerly therefrom; and

- the south side of Holmes Avenue, commencing at a point 115 feet west of Emerson Street and extending to a point 29 feet westerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Mitchell, No. 10 Holmes Avenue and one parking permit to Mr. Sparks, No. 14 Holmes Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the

$12.00 per year fee for each permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a letter from Mr. Sparks of No. 14 Holmes, regarding a request for handicapped permit parking in front of his house. We also received the same request from Mrs. Mitchell of No. 10 Holmes. Alderman Mary Kiss also contacted the Traffic Department regarding this matter.

Holmes has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The two residents who initiated these requests reside side by side.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that both applicants possess valid handicapped permits.

Although this area is generally heavily parked by students from McMaster University, there will be no loss of any legal on-street parking spaces, but two spaces will be reserved for these two residents. Therefore, the Traffic Department concurs with this request.

Since there is an "Alternate Side Parking" regulation on the street in this area, one reserved parking space must be designated on each side of the street, so that the applicants have a reserved parking space on a year round basis. Mrs. Cha, 13 Holmes, Mr. Quinn, 11 Holmes and Mr. Mark Crew, 160 Emerson, reside opposite the applicants' homes and none of these residents object to having the necessary signs erected in front of their homes.


TOTTENHAM ROAD
C/S 720
C/S 815
C/S 720
DE-3 S-981 C/S 13
H/S 74
DF
MAIN STREET WEST
NORFOLK STREET SOUTH
THORNDALE ST. SOUTH
HOLLYWOOD ST. S.
KINGSMOUNT ST. S.
BAXTER STREET
T.H.&B. RAILWAY
STROUD ROAD
WINSTON AVENUE
WESTWOOD AVENUE
OAKWOOD AVENUE
HADDON AVENUE
BOWMAN STREET
SUSSEX AVENUE
EMERSON STREET
LELAND STREET
ROYAL AVENUE
WILLOWCREST AVENUE
WHITNEY AVENUE
HOLMES AVENUE
WARD AVENUE
MARKS AVENUE
GLENMOUNT AVENUE
MERINA AVE.
WILMONT COURT
ULLSWATER COURT
IONA AVENUE
RIFLE RANGE

6.2iii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 26

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 185 Campbell Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident. (TEC-188-91)

RECOMMENDATIONS:

a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the north side of Campbell Avenue commencing at a point 42 feet east of Agnes Street and extending to a point 20 feet easterly therefrom, and on the south side of Campbell Avenue commencing at a point 10 feet east of the east curb line of Agnes Street and extending to a point 24 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Marcia Stanton, 185 Campbell Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

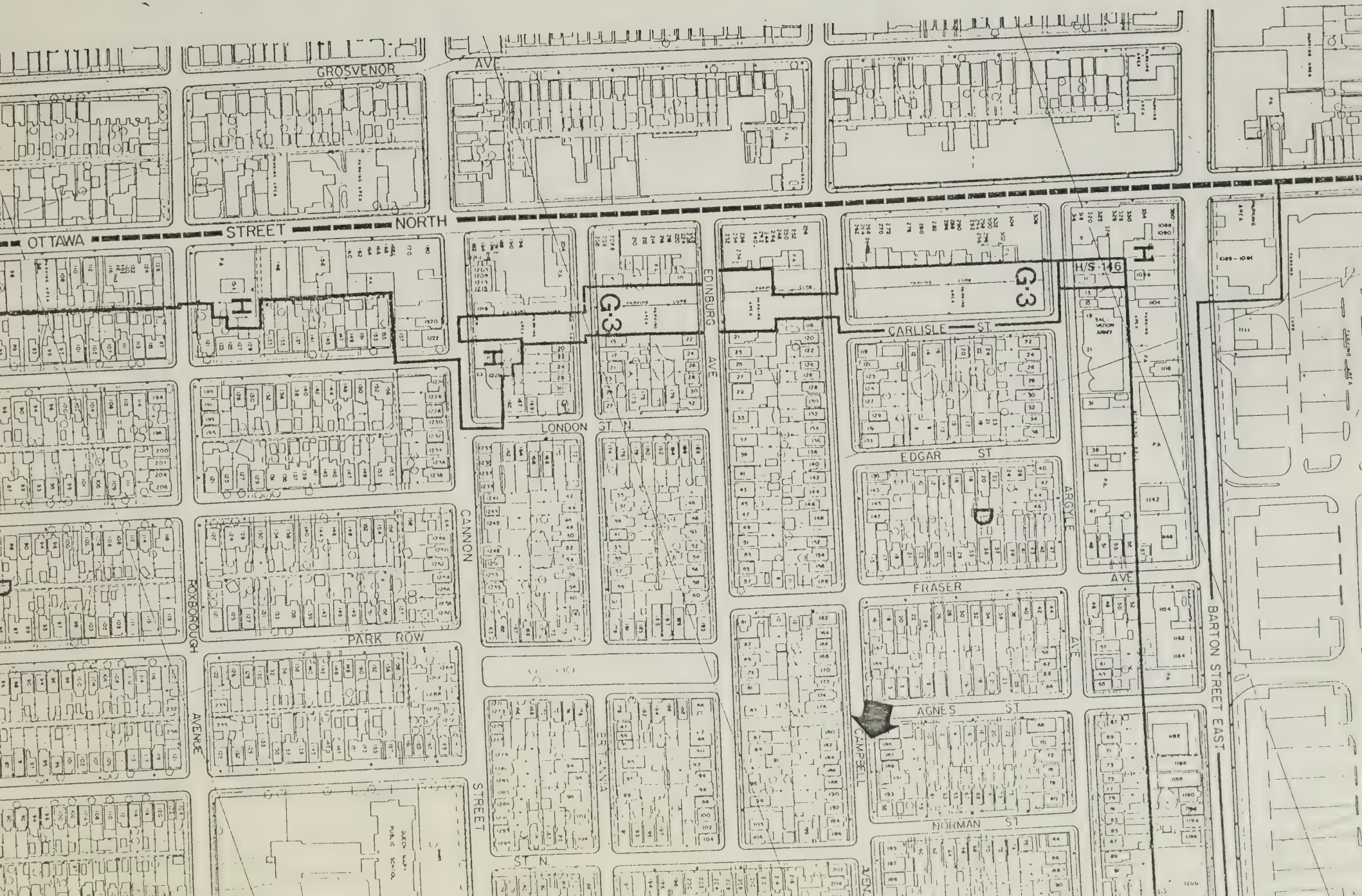
BACKGROUND:

The Traffic Department has received a request from Marcia Stanton, 185 Campbell Avenue, that a reserved "Permit Parking" space be implemented on the street in front of her home since she is handicapped. Campbell has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

Since there is an "Alternate Side Parking" regulation on the street in this area, reserved parking spaces must be designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. Mr. Stubbert, 180 Campbell Avenue is the neighbour opposite Miss Stanton's home, and he has stated that he has no objection to having the necessary signs erected in front of his home.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. Marcia Stanton possesses a valid handicapped permit.

Periodic observations have revealed that the street is heavily parked and residents in the area do not have driveways. However, the implementation of the requested regulation will not result in a loss of any legal on-street parking spaces, but will merely reserve a space in front of the applicant's home. Therefore, the Traffic Department does not anticipate any parking problems for other area residents and concurs with the request.


GROSVENOR
AVE
OTTAWA
STREET
NORTH
EDINBURG
AVE
LONDON
ST. N.
CARLISLE
ST
EDGAR
ST
ARGYLE
AVE
FRASER
AVE
AGNES
ST
CAMPBELL
NORMAN
ST
BARTON STREET EAST
CANNON
ST. E.
ROXBOROUGH
PARK ROW
AVENUE
ELEANOR
ST. N.
STREET
H/S 146
G.3
G.3
H
H
H
SALVATION ARMY
PUBLIC SCHOOL

6.2 iv)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 30

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 35 Shaw Street - Request for a Reserved "Permit Parking" Space for a Handicapped Resident. [TEC-195-91]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Shaw Street commencing at a point 282 feet west of Emerald Street North and extending to a point 20 feet westerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. James A. Decker, 35 Shaw Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

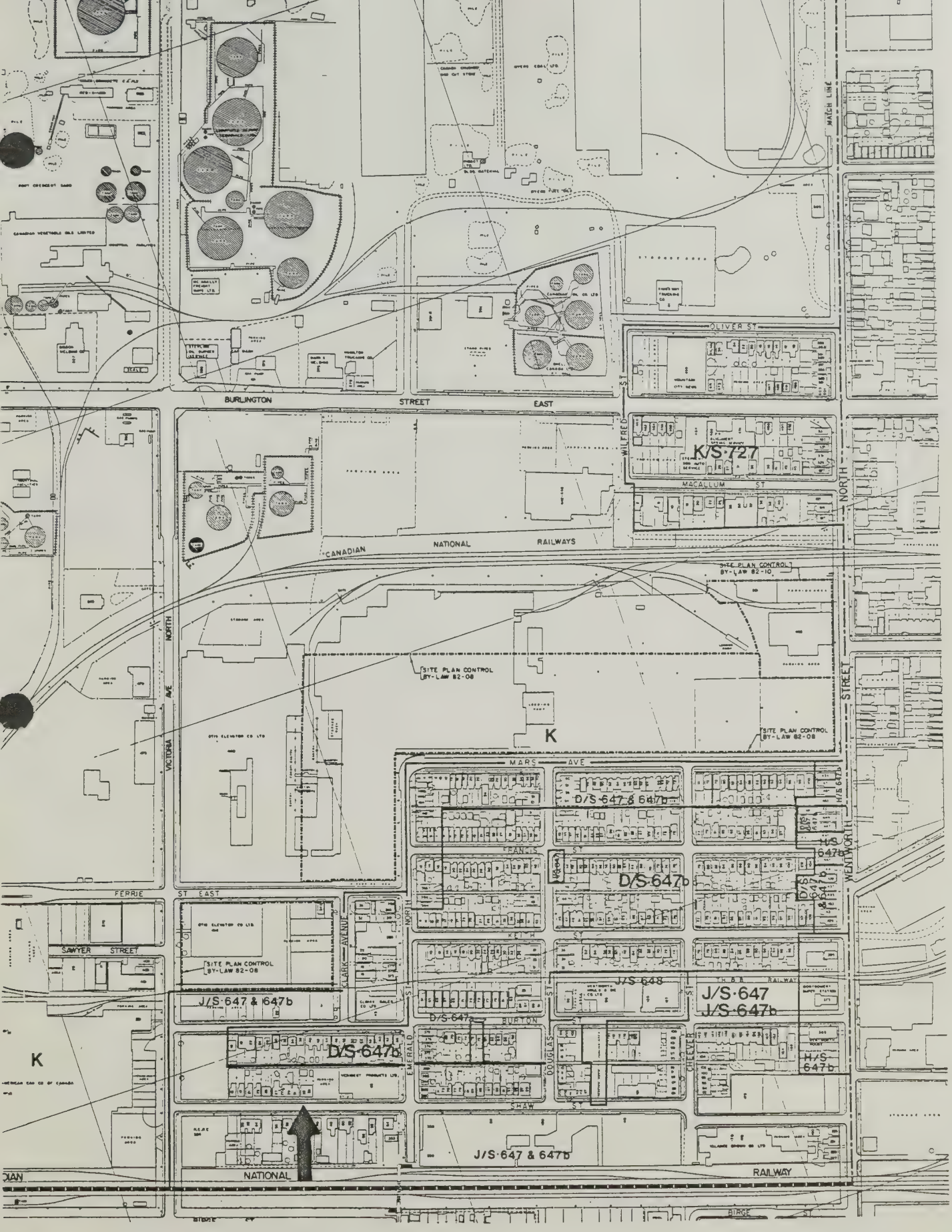
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. James A. Decker, 35 Shaw Street, that a reserved "Permit Parking" space be implemented on the north side of Shaw, in front of his home since he is handicapped.

Shaw has 26 foot pavement width, and presently, parking is prohibited on the south side and there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in this area.

The City Council on 1987 December 08, approved a policy to allow for the implementation of reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that the applicant possesses a valid handicapped permit. An investigation has revealed that there is no off-street parking available on the private property. Therefore, the Traffic Department concurs with the request.



106 | 69 | 70

CITY OF HAMILTON

INDUSTRIAL SECTOR 'A'

6.2 v)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 15

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 158 Gibson Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident. (TEC-173-91)

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue commencing at a point 332 feet south of Barton Street East and extending to a point 22 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. N. De Vincentis, 158 Gibson Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

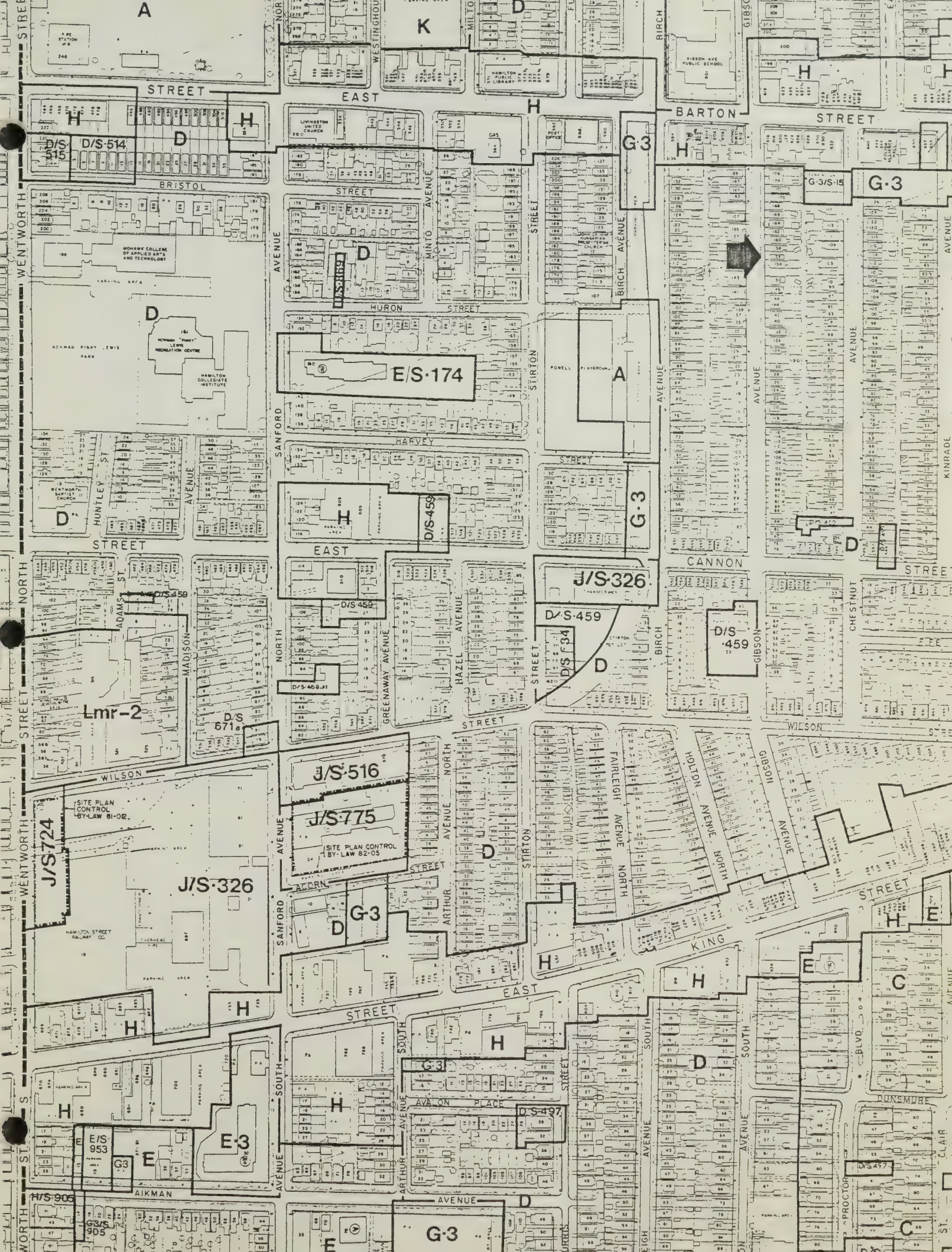
BACKGROUND:

The Traffic Department has received a request from Mr. N. De Vincentis, 158 Gibson Avenue, that a reserved "Permit Parking" space be implemented on the street in front of his home since he is handicapped.

Gibson has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Most residents of Gibson do not have driveways but have off-street parking at the rear of their properties accessible from an alley.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped resident's homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. De Vincentis possesses a valid handicapped permit. An investigation has revealed that there is no suitable off-street parking available on the private property.

The implementation of the requested regulation will reserve one legal on-street parking space directly in front of the applicant's home. Since the applicant does not want to disrupt parking for any of his neighbours, he wishes to have the reserved parking space on his side of the street only, such that the space will be available to him during the sixteenth to the end of each month, April to November and at all times from December to March. Periodic observations have revealed that the street is heavily parked. However, since there will be no loss of any legal on-street parking spaces, but merely a reservation of one space in front of the applicant's home, the Traffic Department does not anticipate any parking problems for other area residents and concurs with the request.


STREET
EAST
BARTON
BRISTOL
HURON
HARVEY
NORTH
WILSON
CANNON
KING
AIKMAN
AVENUE
WENTWORTH
SANFORD
STIRTON
MINTO
BIRCH
GIBSON
CHESTNUT
MADISON
ADAMS
HUNTLEY
HAZEL
GREENAWAY
ARTHUR
ACORN
FAIRLEIGH
HOLTON
AVALON PLACE
DUNSMURE
PROCTOR
CLAIR
KINRADE
D/S-514
D/S-515
E/S-174
J/S-326
J/S-516
J/S-775
J/S-724
Lmr-2
D/S-671a
E-3
E/S-953
H/S-906
G-3/S-15
D/S-459
D/S-497
SITE PLAN CONTROL BY-LAW 81-02
SITE PLAN CONTROL BY-LAW 82-05
MOHAWK COLLEGE OF APPLIED ARTS AND TECHNOLOGY
HAMILTON COLLEGIATE INSTITUTE
GIBSON AVE PUBLIC SCHOOL
HAMILTON PUBLIC LIBRARY
HAMILTON STREET RAILWAY CO.

6.2 vi

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 15

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 40 Somerset Avenue - Relocation of a Reserved Permit Parking Space for a Handicapped Resident. (TEC-175-91)

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Somerset Avenue commencing at a point 247 feet west of Barnesdale Avenue North and extending to a point 20 feet westerly therefrom, be relocated such that the regulation commences at a point 56 feet west of Barnesdale Avenue North and extends to a point 20 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

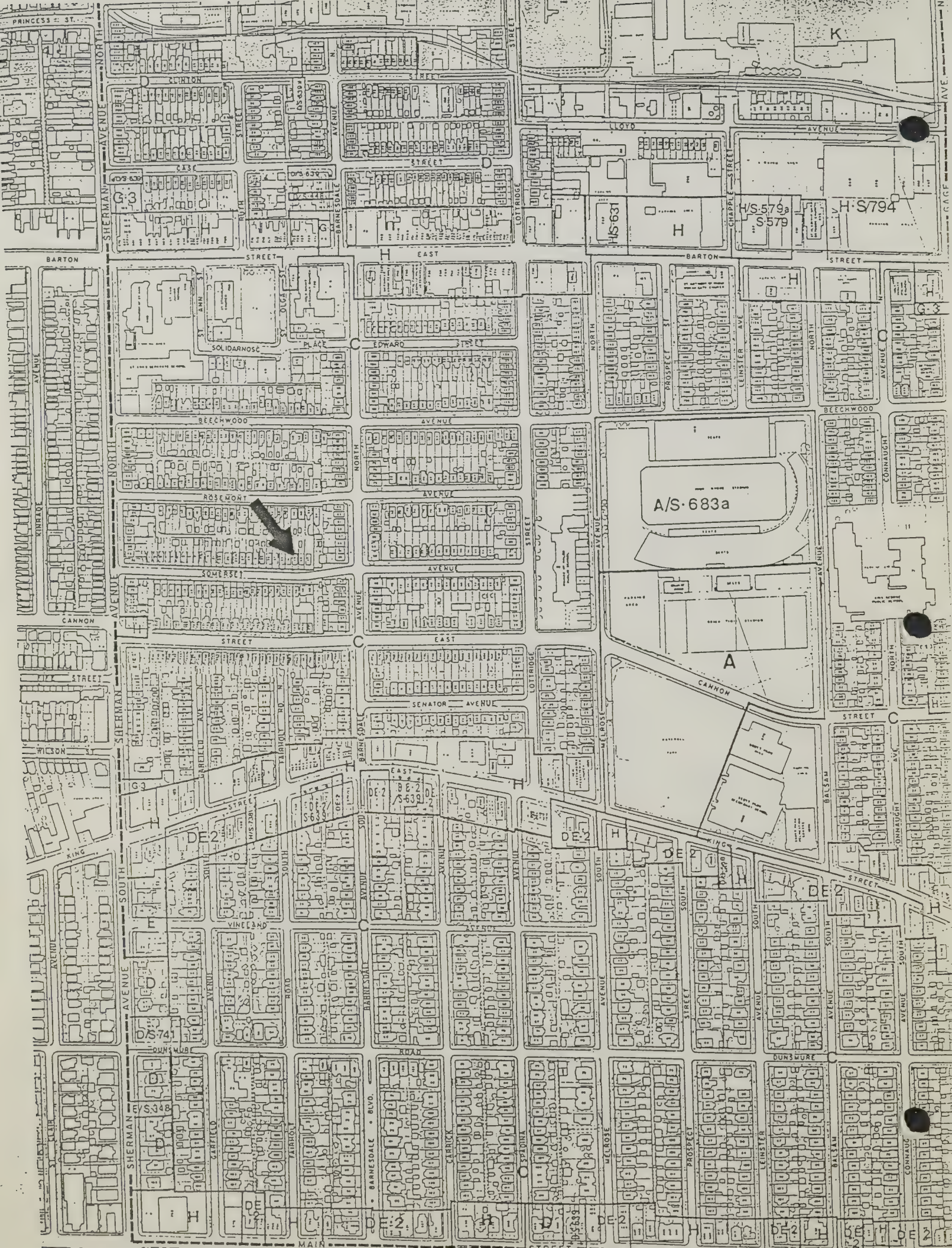
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

On 1989 May 09, City Council approved a recommendation to provide a reserved "Permit Parking" space for Mr. Znamecz, No. 43 Somerset, who is handicapped. In order to allow a reserved space at all times of the year under the "Alternate Side Parking" regulation on Somerset, it was necessary to also reserve a space opposite Mr. Znamecz's home in front of No. 40 Somerset.

The Traffic Department recently received a letter from Mr. & Mrs. Ross, No. 40 Somerset, who have indicated that they no longer wish to reserve a space in front of their home for Mr. Znamecz. Mr. Znamecz has since contacted the owner of No. 47 Barnesdale, whose home flanks Somerset, to determine if she would object to a relocation of the "Permit Parking" space from No. 40 Somerset to Somerset adjacent to her property. The Traffic Department has also contacted the owner of No. 47 Barnesdale and she has stated that she supports this proposal. Therefore, the Traffic Department concurs with the request.


PRINCESS ST.
NORTH
SHERMAN AVENUE
CLINTON STREET
CASE STREET
RUTH AVENUE
BARNESDALE AVENUE
LOTTRIDGE STREET
LLOYD AVENUE
CHAPPLE AVENUE
H/S-631
H/S-579a
S-579
H/S794
BARTON STREET
EAST
ST. ANN'S PLACE
SOLIDARNOSC
EDWARD STREET
PROSPECT ST
LEINSTER AVE
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
CANNON STREET
KINRADE AVENUE
WESTOVER AVENUE
CONNAUGHT AVENUE
A/S-683a
SENATOR AVENUE
WILSON AVENUE
TAMWORTH RD
KING STREET
VINELAND AVENUE
DUNSMURE ROAD
MAIN STREET
BALSAM AVENUE
McROSE AVENUE
CARRICK AVENUE
FAIRHOLT ROAD
ST. JOHNS ROAD
DE-2
D/S-741
H/S-248

6.3i)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 21

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Tom Street and Devonport Street - Intersection Control. [TEC-183-91]

RECOMMENDATION:

a) That the existing yield sign be replaced such that southbound traffic on Devonport Street be required to stop for eastbound and westbound traffic on Tom Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

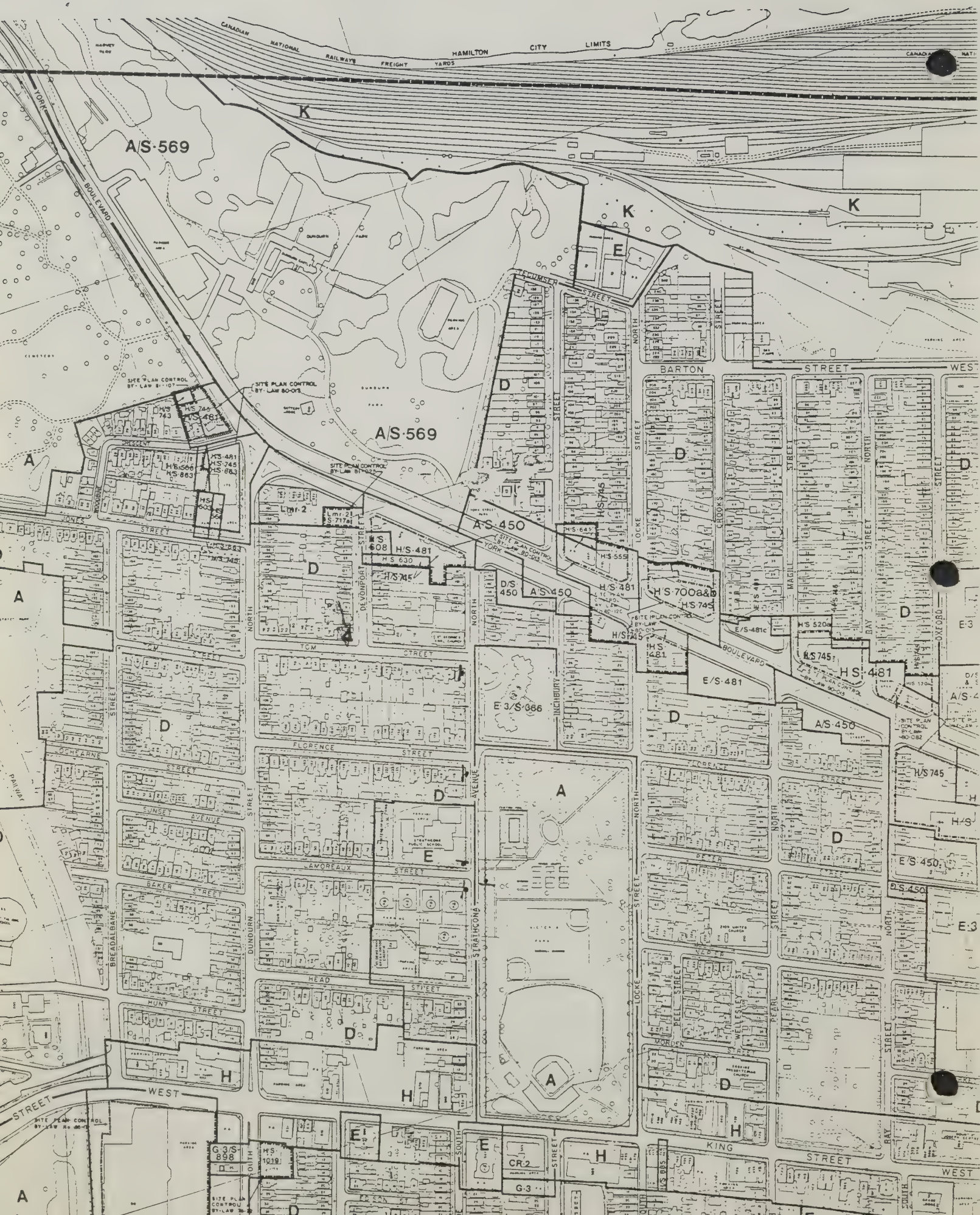
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Mary Kiss has advised of a request that three-way stop control be implemented at the intersection of Tom and Devonport.

The subject intersection is a "T" type intersection and presently, southbound traffic on Devonport is required to yield to eastbound and westbound traffic on Tom. Traffic Department records indicate that there has been only one reported collision at this intersection in the past eight years. This is a good collision record for this type of intersection.

The Traffic Department has concluded that three-way stop control is not required at this intersection at this time. However, the Traffic Department would not object to replacing the existing yield sign with a stop sign on the stem of this "T" type intersection such that southbound traffic on Devonport would be required to stop for eastbound and westbound traffic on Tom.


CANADIAN NATIONAL RAILWAYS FREIGHT YARDS
HAMILTON CITY LIMITS
A/S-569
A/S-450
A/S-450
D/S 450
E/S-481
E/S-481c
E/S 450
E-3/S-366
G-3/S 898
CR-2
G-3
H/S 481
H/S 745
H/S 744
H/S 743
H/S 746
H/S 747
H/S 608
H/S 630
H/S 555
H/S 641
H/S 700&8
H/S 520
H/S 1019
H/S 885
H/S 481
H/S 745
H/S 744
H/S 745
H/S 481
H/S 745
H/S 745
H/S 481
H/S 745
H/S 481
H/S 745
H/S 481

6.3ii)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 September 3

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Caroga Court and Morgan Road - Intersection Control. [TEC-196-91]

RECOMMENDATION:

a) That eastbound traffic on Morgan Road be required to stop for northbound and southbound traffic on Caroga Court; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

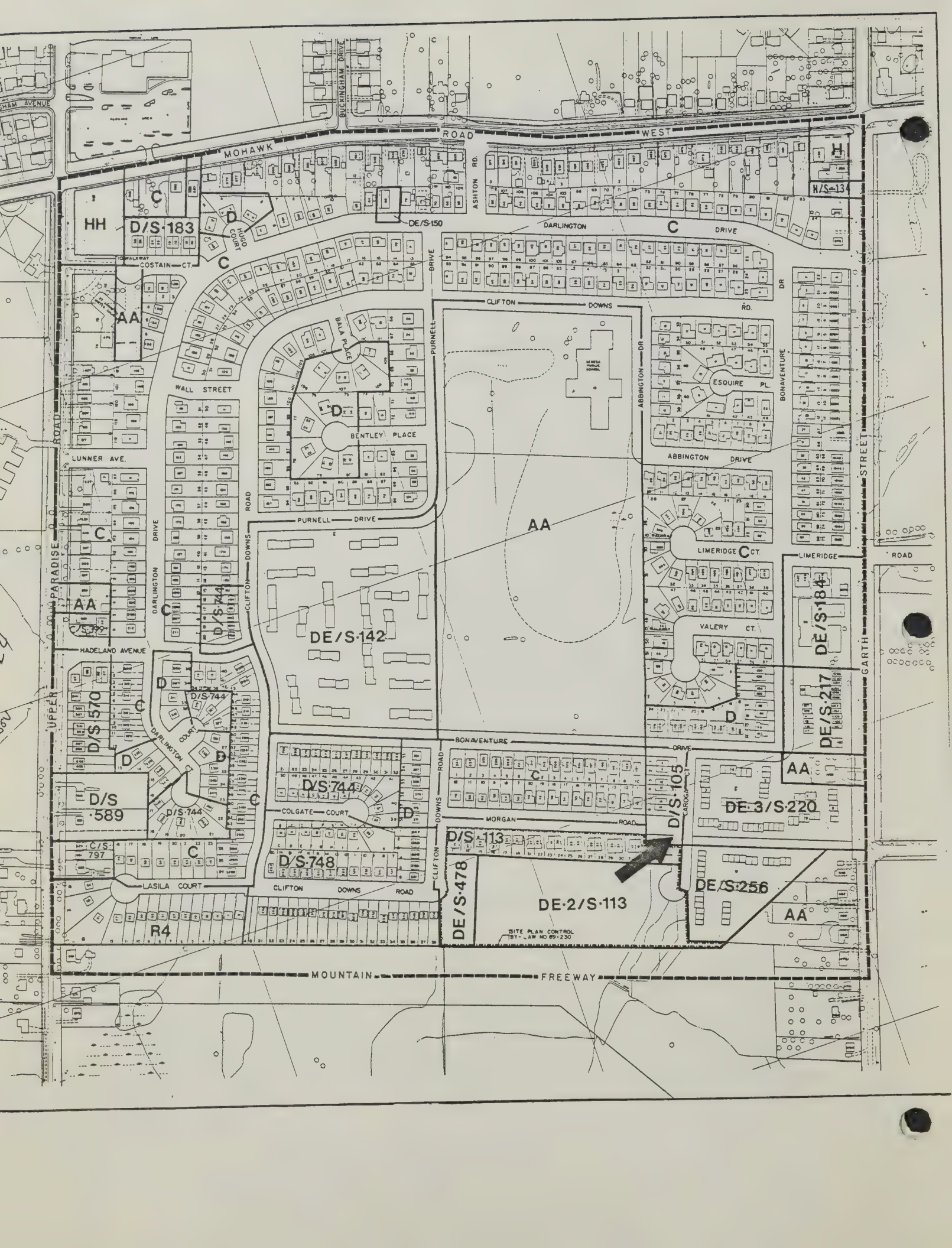
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Rick Woodsworth, 51 Caroga Court, that stop control be implemented at the intersection of Caroga Court and Morgan Road.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating safely. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Morgan would be required to stop for northbound and southbound traffic on Caroga.


MOHAWK ROAD WEST
DARLINGTON DRIVE
ASHTON RD.
BUCKINGHAM DRIVE
HH
D/S-183
DE/S-150
H/S-134
HUGO COURT
COSTAIN CT.
AA
WALL STREET
BALA PLACE
BENTLEY PLACE
CLIFTON DOWNS
PURNELL DRIVE
ABBINGTON DR
ESQUIRE PL.
BONAVENTURE DR
LUNNER AVE.
PARADISE ROAD
DARLINGTON DRIVE
CLIFTON DOWNS ROAD
D/S-744
DE/S-142
LIMERIDGE CT.
VALERY CT.
DE/S-184
DE/S-217
GARTH STREET
HADELAND AVENUE
UPPER
D/S-570
DARLINGTON CT.
D/S-589
C/S-797
LASILA COURT
COLGATE COURT
D/S-748
BONAVENTURE DRIVE
CAROLA CT.
D/S-105
MORGAN ROAD
D/S-113
DE/S-478
DE-2/S-113
SITE PLAN CONTROL BY-LAW NO 69-230
DE-3/S-220
DE/S-256
R4
MOUNTAIN FREEWAY

6.3 iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Brigade Drive and Republic Avenue - Intersection Control. [TEC-199-91]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Republic Drive and Brigade Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

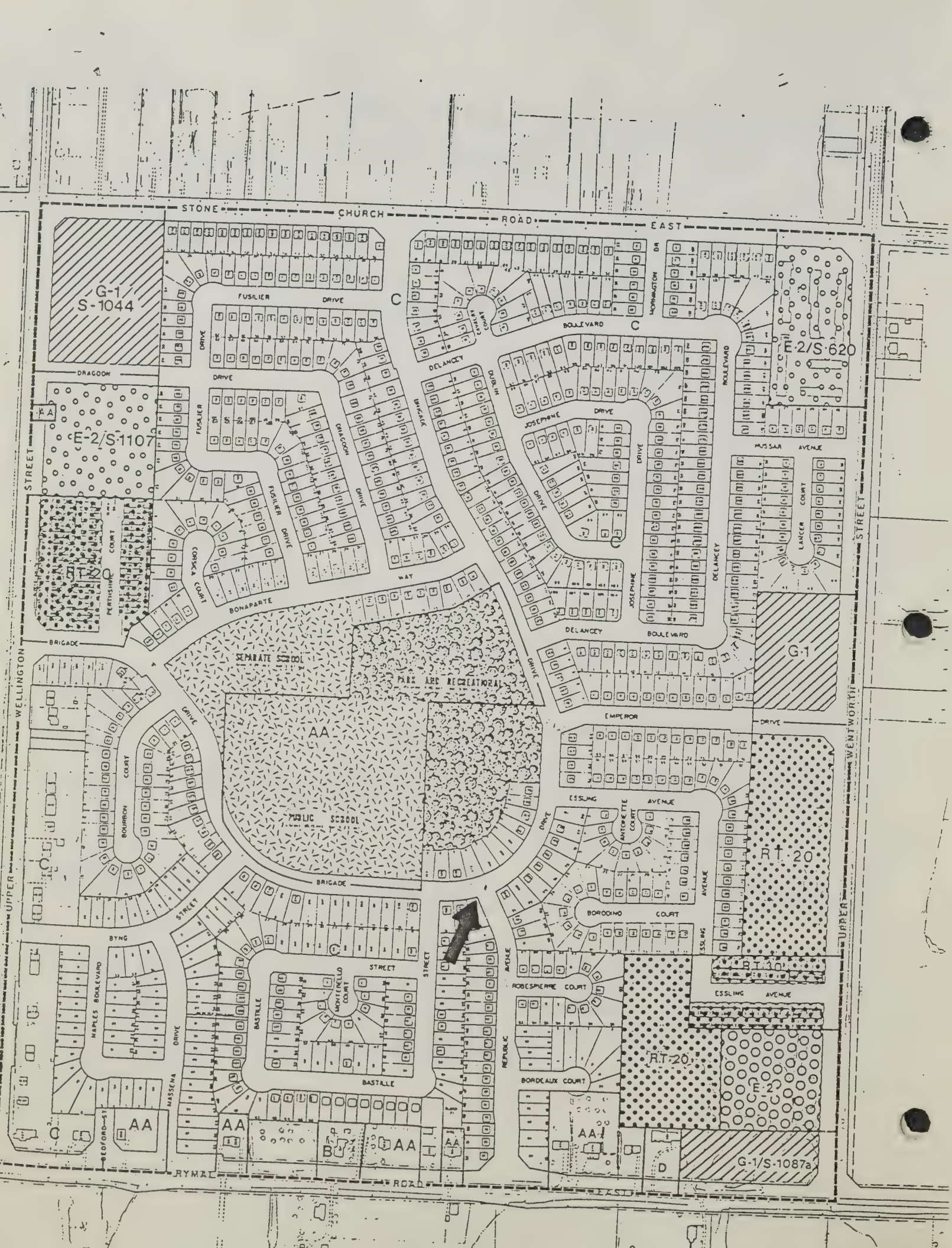
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has advised of a request that three-way stop control be implemented at the intersection of Brigade and Republic.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. Thus, the intersection is operating safely. However, the intersection meets one of the criteria respecting the use of all-way stop control since it is the intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request for all-way stop control.


STONE CHURCH ROAD EAST
G-1
S-1044
E-2/S-620
E-2/S-1107
RT-20
G-1
G-1/S-1087a
E-2
AA
B
C
D
FUSILIER DRIVE
DRAGOON DRIVE
DELANCEY BOULEVARD
JOSEPHINE DRIVE
HUSSAR AVENUE
LANCER COURT
CORSICA COURT
PERTHSHIRE COURT
BONAPARTE WAY
BRIGADE
SEPARATE SCHOOL
PARK AND RECREATIONAL
PUBLIC SCHOOL
EMPEROR DRIVE
ESSLING AVENUE
ANTOINETTE COURT
BOURBON COURT
BORODINO COURT
ROBESPIERRE COURT
BORDEAUX COURT
BASTILLE
MONTENELLO COURT
NAPLES BOULEVARD
MASSENA DRIVE
BEDFORD ST
REPUBLIC AVENUE
UPPER WELLINGTON STREET
UPPER WENTWORTH STREET
RYMAL ROAD EAST

6.3 iv)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Dundonald Avenue and Kimberley Drive - Intersection Control.
[TEC-179-91]

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Dundonald Avenue and Kimberley Drive.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of three-way stop control at this unwarranted location will result in increased motor vehicle operating costs in the order of $10,000 per year.

BACKGROUND:

Alderman Dominic Agostino has advised of a request that three-way stop control be implemented at the intersection of Dundonald and Kimberley.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Dundonald is required to stop for northbound and southbound traffic on Kimberley. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the past eight years. Thus, three-way stop control could not improve upon this perfect collision record.

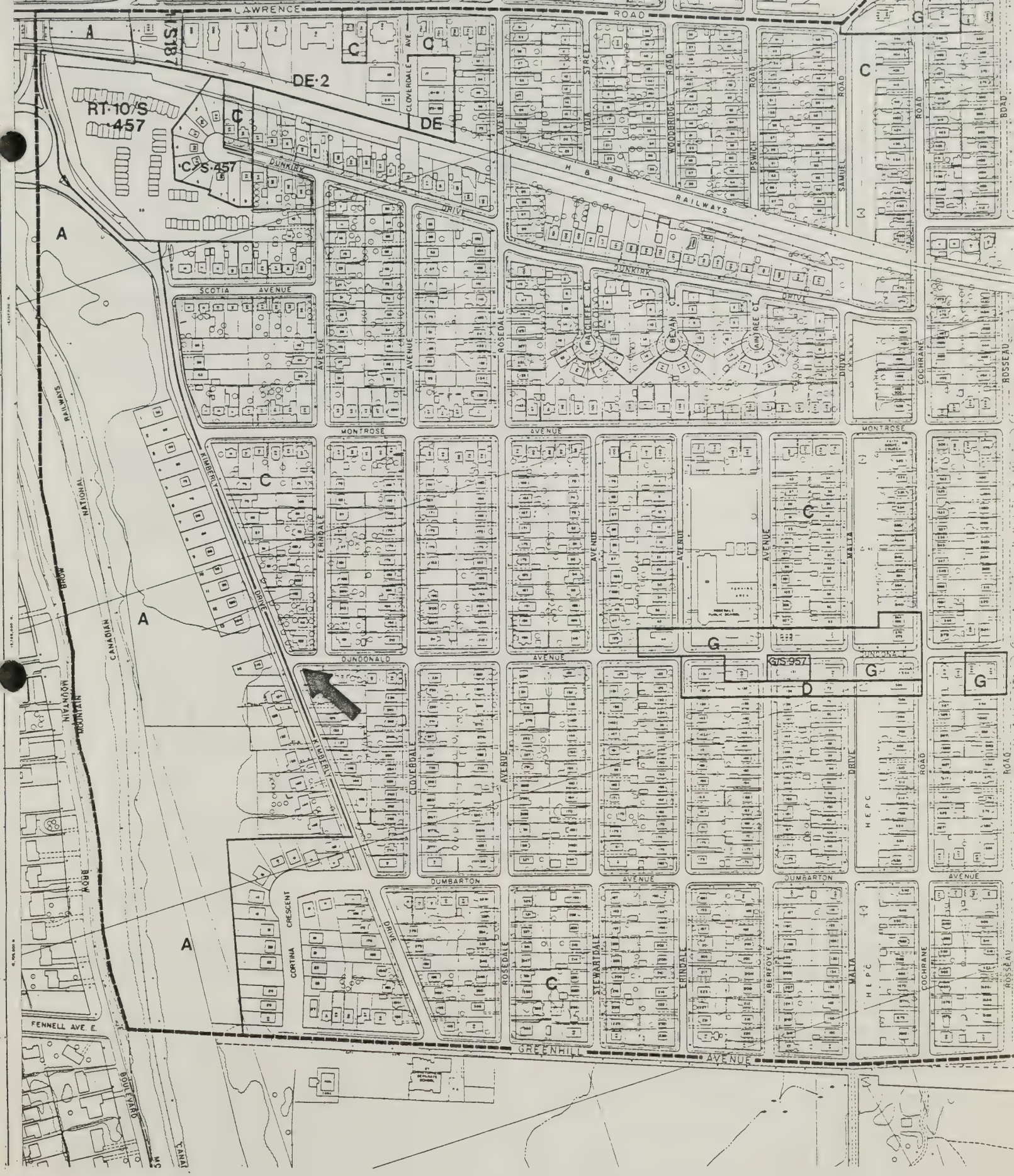
Experience has shown that the installation of one or two stop signs on a particular section of street has no effect on the speed or volume of traffic on that particular street. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the

intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. Thus, the erection of stop signs on Kimberley at Dundonald could lead to a more serious condition, if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Kimberley and Dundonald.


LAWRENCE ROAD
DE-2
RT-10/S-457
C/S-457
DE
C
A
G
D
C/S-957
SCOTIA AVENUE
DUNKIRK DRIVE
MONTROSE AVENUE
DUNDONALD AVENUE
DUMBARTON AVENUE
GREENHILL AVENUE
FENNELL AVE. E.
CLOVERDALE AVE
ROSEDALE AVENUE
FERNDALE AVENUE
STEWARTDALE AVENUE
ABERFOYLE AVENUE
MALTA AVENUE
COCHRANE ROAD
ROSSEAU ROAD
CORTINA CRESCENT
CORTINA DRIVE
RATCLIFFE CT.
BEVAN CT.
KINTREE CT.
H E P C
H B RAILWAYS
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW
MOUNTAIN BROW BOULEVARD

6.3v)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 1991

DATE: 1991 August 14

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Greenhill Avenue and Monte Drive and Greenhill Avenue and Summercrest Drive - Intersection Control. [TEC-178-91]

RECOMMENDATION:

That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

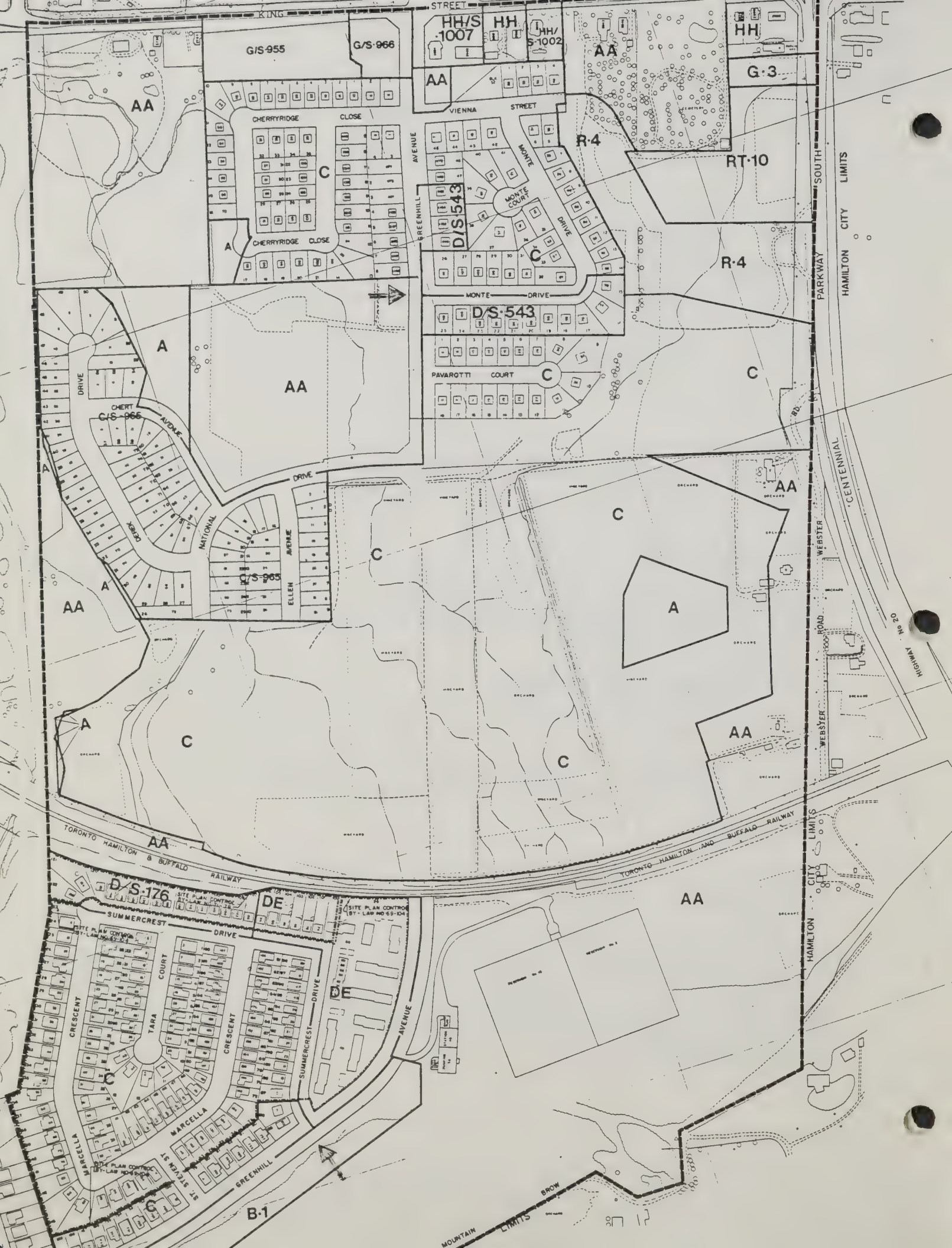
The installation of stop signs at the two locations specified would result in increased motor vehicle operating costs in the order of $120,000 per year.

BACKGROUND:

Alderman Dominic Agostino has requested that three-way stop control be implemented at the intersections of Greenhill and Monte and Greenhill and Summercrest.

Attached for the Committee's information are copies of reports TEC-200-89 and TEC-200A-89 respecting requests for stop signs on Greenhill Avenue. For the reasons outlined in these reports, the Traffic Department recommended that "no additional stop signs be installed on Greenhill Avenue at this time", and this recommendation was approved by the Transport and Environment Committee in October 1989. The Traffic Department's position respecting this matter has not changed.

Attach.


KING STREET
G/S-955
G/S-966
HH/S-1007
HH
HH/S-1002
HH
AA
G-3
VIENNA STREET
CHERRYRIDGE CLOSE
CHERRYRIDGE CLOSE
GREENHILL AVENUE
MONTE COURT
MONTE DRIVE
D/S-543
R-4
RT-10
SOUTH HAMILTON CITY LIMITS
PARKWAY
PAVAROTTI COURT
CHERT DRIVE
C/S-965
NATIONAL AVENUE
D/S-965
ELLEN AVENUE
CREEK DRIVE
WEBSTER ROAD
CENTENNIAL HIGHWAY NO. 20
TORONTO HAMILTON & BUFFALO RAILWAY
TORONTO HAMILTON AND BUFFALO RAILWAY
CITY LIMITS
HAMILTON
D/S-176
SITE PLAN CONTROL BY-LAW NO 69-104
SUMMERCREST DRIVE
TARA CRESCENT
COURT
CRESCENT
MARCELLA
ST. STEVEN ST
GREENHILL AVENUE
B-1
MOUNTAIN BROW
LIMITS

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 16
COMM FILE:
*DEPT FILE:*TEC-200(a)-89

SUBJECT:

Requests for stop signs on Greenhill Avenue.

RECOMMENDATIONS:

(a) That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and

(b) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law; and

(c) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of stop signs at the five locations specified would result in increased motor vehicle operating costs in the order of $300,000 per year.

BACKGROUND:

At the 1989 August 21 meeting, the Transport and Environment Committee tabled report TEC-200-89 respecting requests for stop signs on Greenhill Avenue, east of Quigley Road, so that further studies could be conducted in the vicinity of St. Anthony's of Padua School to assess the needs for measures to assist pedestrian crossings in this area of Greenhill Avenue.

Alderman Dominic Agostino has received petitions and letters which request stop signs on Greenhill Avenue at Summercrest Drive, Ambrose Avenue, Hildegard Drive, Monte Drive and Pavarotti Court. The purpose of the stop signs would be to

arbitrarily bring Greenhill Avenue traffic to a stop. The effect would be to frustrate motorists by requiring stops at minor intersecting residential streets, with the result that the control devices would be held in low regard by motorists and the violation rate would be very high.

Greenhill Avenue is designated in the City Official Plan as a "major road", with a right of way of 86 feet. It is presently constructed as a four lane roadway, and parking is prohibited on most of the length of the road end to end. Such parking as is permitted on the street was approved by previous Councils only until such time as Greenhill Avenue was opened to King Street, as is now the case.

The design of the Vincent, Gershome and Redhill Neighbourhoods is unique, since they are not basically bounded by and served by arterial streets around the perimeter of the Neighbourhoods, but rather, access is prohibited to the south by the presence of the escarpment and to the east by the presence of Highway No. 20 and the grade of the escarpment, and to the west by the presence of the Redhill Creek Valley. The development of these three Neighbourhoods is premised on the construction of the east-west/north-south transportation facility and specifically on the development of an interchange of this facility on Greenhill Avenue, such that Greenhill will serve as the arterial street for these three Neighbourhoods, in association with Quigley Road.

Because of the above considerations, Greenhill Avenue is in fact an arterial street which is vital to proper accessibility to the three Neighbourhoods. Therefore, intersection control should be governed by the same criteria which are relevant to other arterial streets in the City, which are for the most part Regional Roads. The criteria approved by the Regional Council permit the use of stop signs only at intersections with other arterial streets or major collector streets which will be controlled by traffic signals at future dates. With this in mind, four-way stop control has been in place at the intersection of Greenhill and Quigley for many years. One of the objectives of this policy is to attract traffic away from local residential streets, and to the arterial street.

Greenhill Avenue was opened between Quigley and King on 1989 July 21, and although sufficient time had not elapsed to allow traffic to stabilize such that a true indication of the volumes and speeds of traffic using the street could be obtained, traffic studies were conducted on 1989 August 11, and indicated that the daily traffic volumes on Greenhill Avenue in this area were approximately 3,975 vehicles per day just east of Quigley Road, and 4,500 vehicles per day south of King. Studies conducted during the second week in September indicate that the volumes have increased to approximately 4,400 vehicles per day just east of Quigley and 5,000 vehicles per day just south of King. Although these traffic volumes have increased marginally, pedestrians do not generally experience problems crossing the roadway until the volumes reach the area of 10,000 vehicles per day.

Recent pedestrian observations have confirmed that there are a considerable number of pedestrians crossing Greenhill in the area just east of Quigley (376 pedestrians during a 7-hour observation) and that the number of pedestrians crossing Greenhill in the area south of King are relatively light (only 58 during a 7-hour observation), but that the traffic volumes are not heavy enough to create a problem for pedestrians. Further, a school traffic officer has been

assigned to the intersection of Greenhill and Ambrose to assist children crossing during school hours. However, it is anticipated that the traffic volumes will not be heavy enough in the foreseeable future to require more than one lane of traffic on Greenhill in each direction, and therefore, it would be possible to paint a 16-foot wide centre median refuge in the area of the school to assist pedestrian crossings at all times of the day.

As previously noted, there is presently parking on the south side of Greenhill Avenue in the area between Quigley and Summercrest and this parking privilege was granted by previous City Councils until such time as Greenhill Avenue was connected to King Street. The painting of a centre refuge for pedestrians is conditional on the removal of parking on the south side of Greenhill in this area in order to provide a sufficient roadway width. Parking on this street is only a matter of convenience since all of the abutting homes have off-street parking available and since Greenhill is a "Through Street" such that parking is prohibited on the street overnight. Thus, rescinding the temporary parking privilege to provide for a painted median to assist pedestrians should not create any parking problems for area residents.

In summary, Greenhill Avenue is designated in the Official Plan and designed as a major arterial/collector road to serve the Vincent, Gershome and Redhill Neighbourhoods, because of the unique circumstances in the area. The volume of vehicular/pedestrian crossings at the locations where stop signs have been requested will always be extremely low, and the installation of stop signs at these locations would be completely arbitrary and ineffective in terms of effecting the speed or volume of traffic on Greenhill Avenue. The volume of traffic is presently very low at 4,400 to 5,000 vehicles per day, and the speed of traffic is normal for this type of street with an 85 percentile speed of just over 55 km/h. Therefore, it is recommended that Greenhill Avenue be permitted to perform its intended purpose as an arterial/collector street serving the Vincent, Gershome and Redhill Neighbourhoods, and, that the arbitrary use of stop signs requested by parochial interest, based on misconceptions about the use and effect of stop signs, be not approved. However, pedestrian crossing movements in the vicinity of the St. Anthony's of Padua School could be improved by the painting of a wide centre median, subject to removal of parking from the south side in this area, in accordance with the existing By-law provisions.

The Traffic Department will continue to monitor the traffic volumes annd collision record on this section of roadway and recommend any improvement measures which may be necessitated.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 15
COMM FILE:
DEPT FILE: TEC-200-89

SUBJECT: Requests for stop signs on Greenhill Avenue.

RECOMMENDATIONS:

- That in accordance with the intent of the Official Plan and the accessability needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and,

- That further studies be conducted in the vicinity of the St. Anthony's of Padua School in September to assess the need for measures to assist pedestrian crossings in this area of Greenhill Avenue.

FOR M.F. MAIN

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The installation of stop signs at the five locations specified would result in increased motor vehicle operating costs in the order of $260,000 per year.

BACKGROUND:

Greenhill Avenue has recently been opened as a through street in the area between Quigley Road and King Street, and this has lead to concern from residents on the street that the volume and speed of traffic may be excessive in terms of their expectation of residential amenities along the street. Alderman Domonic Agostino is in receipt of petitions and letters which request stop signs on Greenhill Avenue at Summercrest Drive, Ambrose Avenue, Hildegard Drive, Monte Drive and Pavorotti Court. The purpose of the stop signs would be to arbitrarily bring Greenhill Avenue traffic to a stop. The effect would be to frustrate motorists by requiring stops at minor intersecting residential streets, with the result that the control devices would be held in low regard by motorists and the violation rate would be very high.

Greenhill Avenue is designated in the City Official Plan as a "major road", with a right of way of 86 feet. It is presently constructed as a four lane roadway, and parking is prohibited on most of the length of the road end to end. Such parking as is permitted on the street was approved by previous Councils only until such time as Greenhill Avenue was opened to King Street, as in now the case.

The design of the Vincent, Gershome and Redhill Neighbourhoods is unique, since they are not basically bounded by and served by arterial streets around the perimeter of the Neighbourhoods, but rather, access is prohibited to the south by the presence of the escarpment and to the east by the presence of Highway No. 20 and the grade of the escarpment, and to the west by the presence of the Redhill Creek Valley. The development of these three Neighbourhoods is premised on the construction of the east-west/north-south transportation facility and specifically on the development of an interchange of this facility on Greenhill Avenue, such that Greenhill Avenue will serve as the arterial street for these three Neighbourhoods, in association with Quigley Road.

Because of the above considerations, Greenhill Avenue is in fact an arterial street which is vital to proper accessibility to the three Neighbourhoods. Therefore, intersection control should be governed by the same criteria which are relevant to other arterial streets in the City, which are for the most part Regional Roads. The criteria approved by the Regional Council permit the use of stop signs only at intersections with other arterial streets or major collector streets which will be controlled by traffic signals at future dates. With this in mind, four-way stop control has been in place at the intersection of Greenhill and Quigley for many years. One of the objectives of this policy is to attract traffic away from local residential streets, and to the arterial street.

The roadway was opened between Quigley and King on 1989 July 21, and therefore, sufficient time has not elapsed to allow traffic conditions to stabilize such that a true indication of the volumes and speeds of traffic using the street can be obtained at this time. Nonetheless, traffic studies were conducted on 1989 August 11, and indicate that the daily traffic volumes on Greenhill Avenue in this area are approximately 3975 vehicles per day just east of Quigley Road, and 4500 vehicles per day in the area south of King Street.

This is a very low volume for an arterial street since typical arterials carry approximately 20,000 vehicles per day and can range as high as 40,000 vehicles per day. Speed studies indicate that the 85th percentile speed (the speed at or below which is 85% of all traffic is travelling) is somewhat lower than most arterial streets at between 50 to 55 km/h

One area of concern is the area of the school adjacent to Ambrose Avenue. A school traffic officer has been approved for the intersection of Greenhill and Ambrose, and this provision should be adequate to accommodate school crossings at this location. However, another possibility would be to repaint the roadway to paint a centre median refuge in the area of the school, to assist in pedestrian crossings at all times of the day. The need for this can only be assessed after children have returned to school in September.

In summary, Greenhill Avenue is designated in the Official Plan and designed as a major arterial/collector road to serve the Vincent, Gershome and Redhill

Neighbourhoods, because of the unique circumstances in the area. The volume of vehicular/pedestrian crossings at the locations where stop signs have been requested will always be extremely low, and the installation of stop signs at these locations would be completely arbitrary and ineffective in terms of effecting the speed or volume of traffic on Greenhill Avenue. The volume of traffic is presently very low at 4,000 to 4,500 vehicles per day, and the speed of traffic is relatively low with an 85 percentile speed of just over 50km/h. Therefore, it recommended that Greenhill Avenue be permitted to perform its intended purpose as an arterial/collector street serving the Vincent, Gershome and Redhill Neighbourhoods, and, that the arbitrary use of stop signs requested by parochial interest, based on misconceptions about the use and effect of stop signs, be not approved.

6.3 vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Shadyside Avenue and Halam Avenue - intersection control. (TEC-207-91)

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Shadyside Avenue and Halam Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop signs at locations such as this would result in increased motor vehicle operating costs in the order of $10,000.00 per year.

1BACKGROUND:

Alderman Henry Merling has advised of a request from Mr. John Edwards, 34 Shadyside Avenue, that four-way stop control be implemented at the intersection of Shadyside and Halam.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Shadyside is required to stop for eastbound and westbound traffic on Halam. In November of 1990 the direction of stop control was switched from an eastbound/westbound stop to a northbound/southbound stop due to limited visibility caused by the curve in the road and hedges/trees on the southwest corner. Traffic Department records indicate that there has been only one reported collision at this

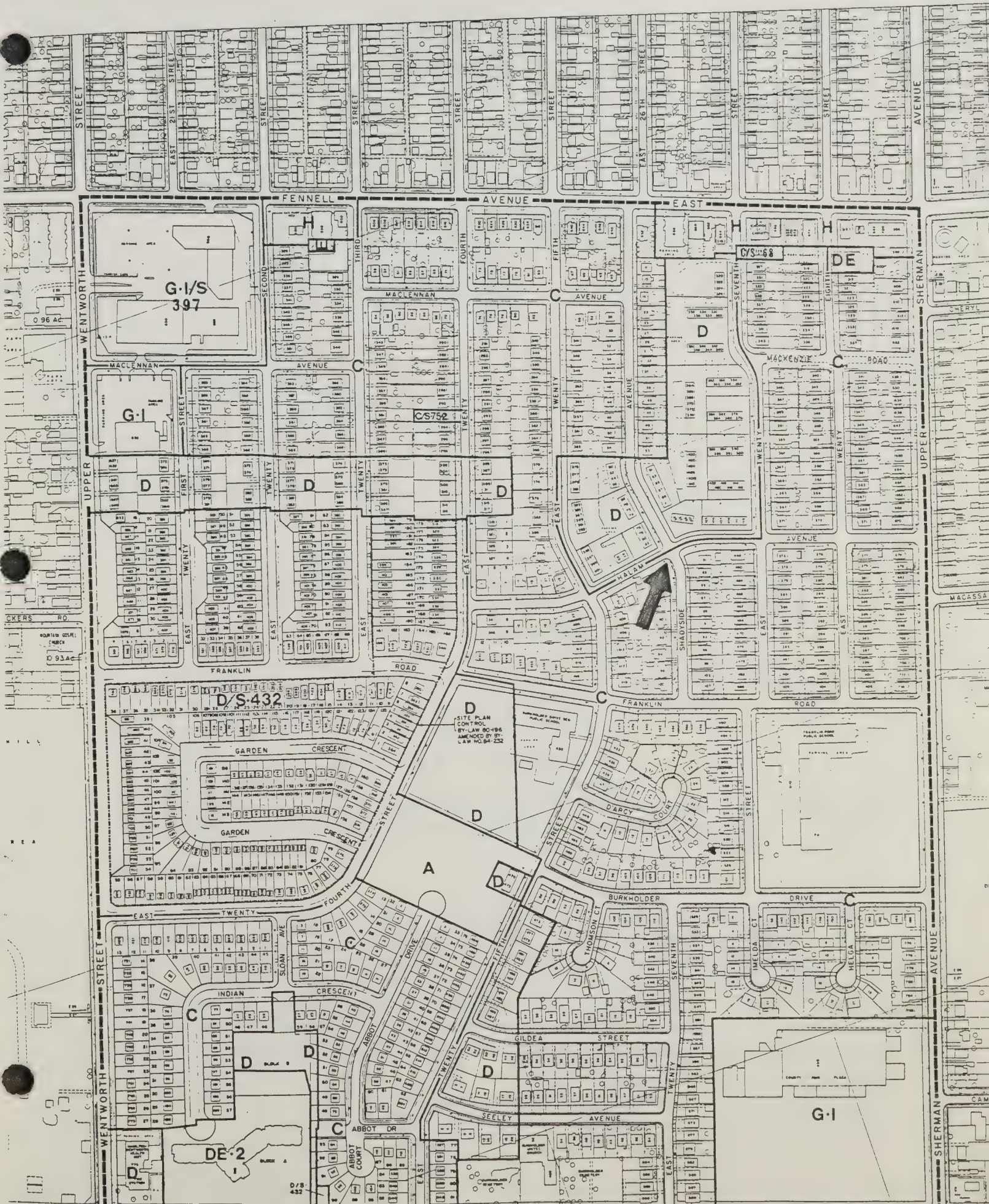
intersection in the past seven years and this collision occurred prior to switching the direction of stop control. Thus, the intersection is operating safely under the present intersection control.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

There is an existing east/west stop on Halam at East 27th, only one short block to the east of Shadyside and we would consider an additional stop on Halam at Shadyside to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at Shadyside and Halam.


FENNELL AVENUE EAST
WENTWORTH STREET
SHERMAN AVENUE
UPPER WENTWORTH STREET
UPPER SHERMAN AVENUE
G·1/S 397
0.96 Ac
G·1
D/S-432
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-252
DE
DE-2
G·1
CS-68
CS-752
MACLENNAN AVENUE
MACKENZIE ROAD
FRANKLIN ROAD
GARDEN CRESCENT
INDIAN CRESCENT
D'ARCY COURT
THOMSON CT
MELDA CT
MELCA CT
BURKHOLDER DRIVE
GILDEA STREET
SEELEY AVENUE
ABBOT DR
ABBOT COURT
SLOAN AVE
SHAOYSIDE
HALAM
CHERYL
MACASSA
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
FIFTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
TWENTY FIRST STREET EAST
TWENTY SECOND STREET EAST
TWENTY FOURTH STREET EAST
TWENTY SIXTH STREET EAST
TWENTY FIRST AVENUE EAST
TWENTY SECOND AVENUE EAST
TWENTY FOURTH AVENUE EAST
TWENTY SIXTH AVENUE EAST

6.4

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 15

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Mount Albion Road - Lane Control. (TEC-176-91)

RECOMMENDATION:

a) That northbound motorists in the east curb lane of Mount Albion Road be required to turn right at King Street East; and

b) That northbound motorists in the second and third lanes from the east curb of Mount Albion Road be required to turn left at King Street East; and

c) That the City Traffic By-law 89-72 be amended accordingly.

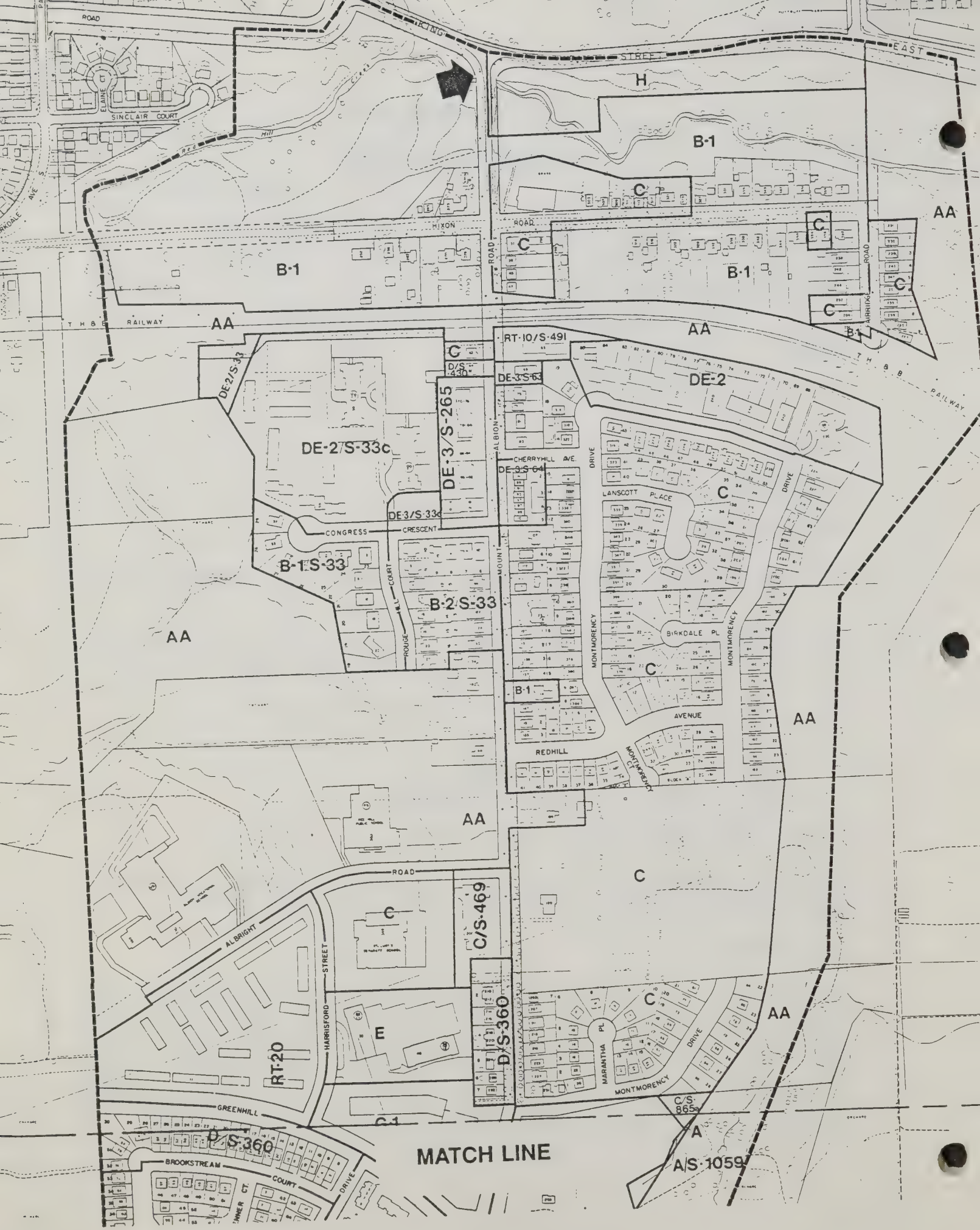
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Recent construction has resulted in the relocation and widening of Mount Albion Road at the intersection of King Street East. The design of the intersection of Mount Albion and King is such that there are three lanes for northbound traffic on Mount Albion, south of King. An analysis of the future traffic patterns has revealed that double left and single right lanes are required for northbound traffic. Therefore, the Traffic Department recommends that the turn control regulations noted in the detailed recommendation above, be implemented for northbound traffic on Mount Albion, south of King Street.


SINCLAIR COURT
ELAINE
ROAD
HIXON
ROAD
STREET
EAST
H
B-1
C
AA
B-1
ROAD
C
B-1
C
C
C
B-1
FAIRRIDGE
ROAD
T H & B RAILWAY
AA
AA
RT-10/S-491
C
D/S-430
DE-3/S-63
DE-2
T H & B RAILWAY
DE-2/S-33
DE-2/S-33c
DE-3/S-265
ALBION
CHERRYHILL AVE.
DE-3/S-64
DRIVE
LANSCOTT PLACE
C
DRIVE
DE-3/S-33c
CONGRESS
CRESCENT
B-1/S-33
COURT
ROUGE
MOUNT
B-2/S-33
AA
MONTMORENCY
BIRKDALE PL
C
MONTMORENCY
B-1
AVENUE
AA
REDHILL
MONTMORENCY
AA
ROAD
C
ALBRIGHT
STREET
HARRISFORD
C
C/S-469
C
RT-20
E
D/S-360
MARANTHA PL
C
DRIVE
MONTMORENCY
AA
C/S-865a
GREENHILL
C-1
A
D/S-360
MATCH LINE
A/S-1059
BROOKSTREAM
COURT
DRIVE

6.5

CITY OF HAMILTON

SEP 0 6 1991

- RECOMMENDATION -

DATE: 1991 August 21

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment building at No. 46 Bold Street - Application for a Time Limit Exemption Permit. (TEC-177-91)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first nine applicants residing in the apartment building at No. 46 Bold Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $216.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

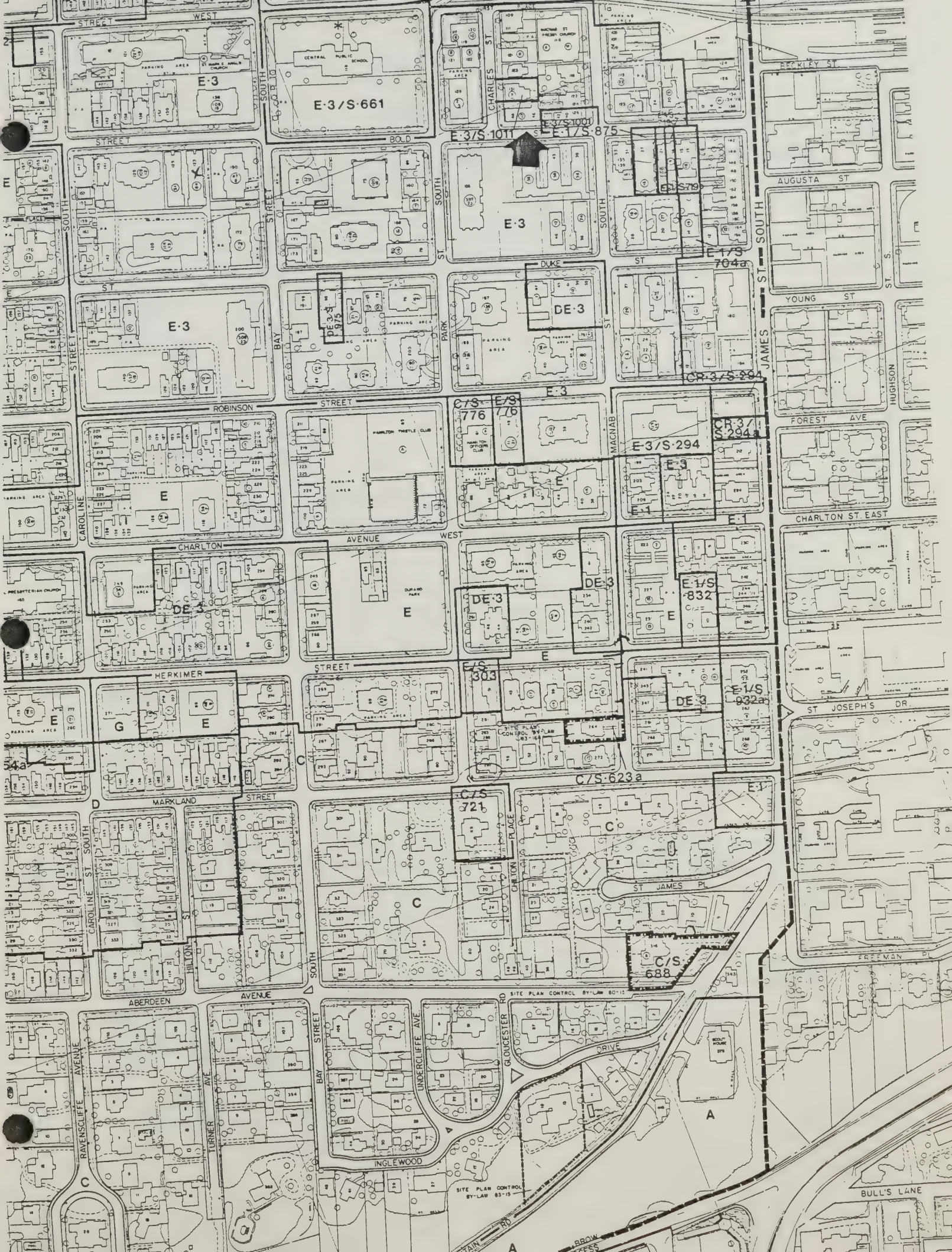
The Traffic Department has received a request from a resident of the apartment building at No. 46 Bold Street, that Time Limit Exemption Permits be issued to residents of this building. The apartment building is located on the north side of Bold between Park and MacNab, and the applicant has indicated that he wishes to park his vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are sixteen dwelling units in the subject apartment building, and that there are only four off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that streets in this area are generally heavily parked during the day. However, since there has not been a great demand for time limit exception permits in this area, it appears that the parking is generally non-resident short-term parking. Thus,

the issuance of permits to residents of this building should not create any parking difficulties for other area residents.

The zoning by-law requires that a minimum of thirteen off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of nine off-street parking spaces in accordance with the current zoning by-law requirements. Therefore, it would be appropriate to issue a maximum of nine parking permits to the residents of the building on a first come first serve basis.


E-3
E-3/S-661
E-3/S-1011
E-1/S-875
E-1/S-1001
E-1/S-719
E-1/S 704a
DE-3
DE-3 975
E-3/S-294
CR-3/S-294
C/S 776
E/S 776
E-1
E-1/S 832
E-1/S 932a
DE-3
E/S 303
C/S-623a
C/S 721
C/S 688
C
A
E
G
D
SITE PLAN CONTROL BY-LAW 83-164
SITE PLAN CONTROL BY-LAW 80-15
SITE PLAN CONTROL BY-LAW 83-15
WEST STREET
SOUTH CENTRE STREET
BOLD STREET
DUKE STREET
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
INGLEWOOD DRIVE
BAY STREET SOUTH
JAMES ST SOUTH
MACNAB ST
PARK ST
CHARLES ST
CAROLINE ST SOUTH
HILTON PLACE
GLOUCESTER RD
UNDERCLIFFE AVE
RAVENSCLIFFE AVENUE
TURNER AVE
ST JAMES PL
ST JOSEPH'S DR
FREEMAN PL
BULL'S LANE
ECKLEY ST
AUGUSTA ST
YOUNG ST
HUGHSON ST S.
FOREST AVE
CHARLTON ST EAST
CENTRAL PUBLIC SCHOOL
ST MARK'S ANGLICAN CHURCH
MACNAB ST PRESBYTERIAN CHURCH
HAMILTON TRISTLE CLUB
HAMILTON OFFICERS CLUB
PARKING AREA
SCOUT HOUSE

6.6

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 August 28

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 212 MacNab Street North - Discharge of Residential Boulevard Parking Agreement. [TEC-191-91]

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 359677 C.D. to the property at No. 212 MacNab Street North be discharged, at the property owner's expense; and

b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

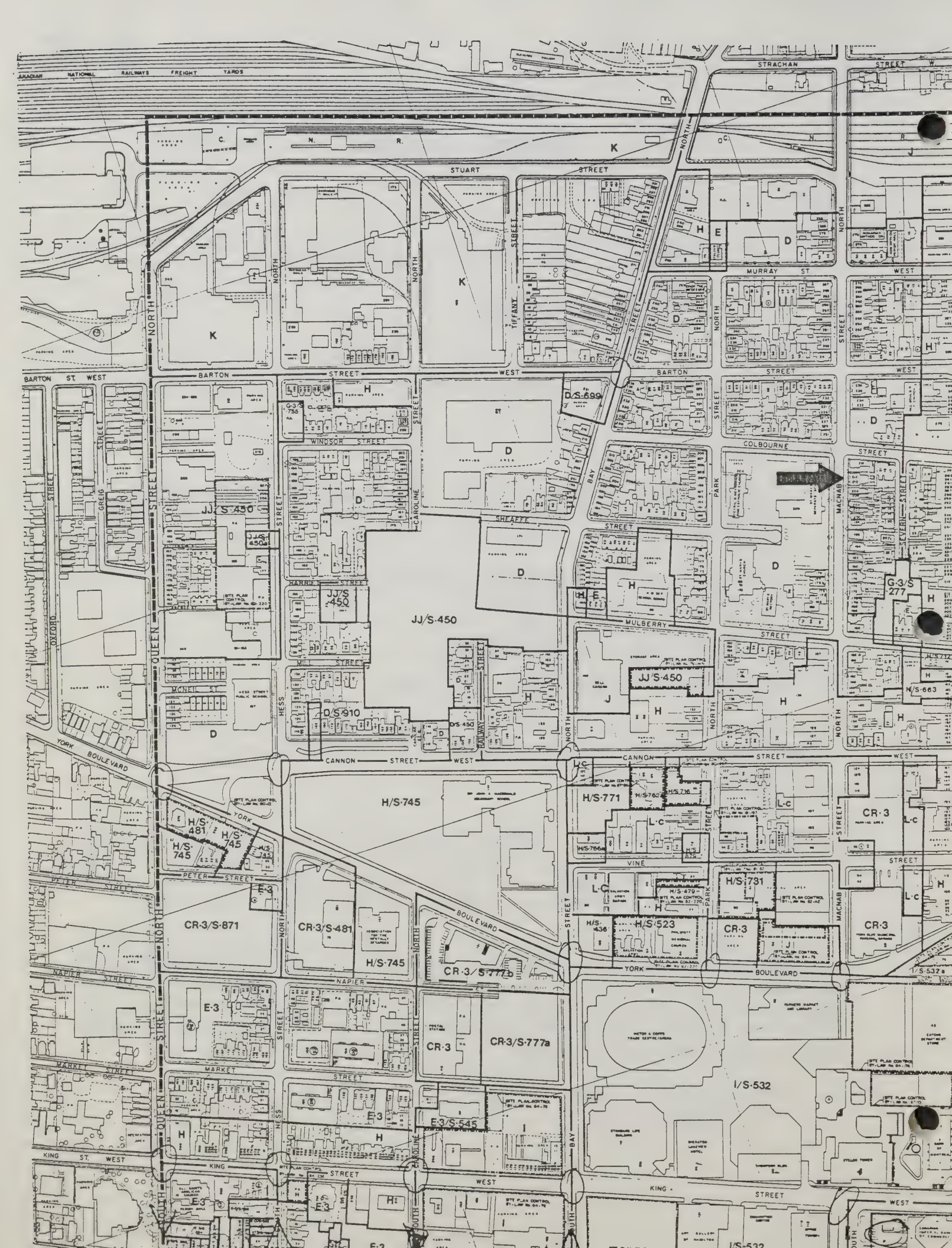
In accordance with the present City Council policy, the property owner would be required to pay $20.00 to the City annually for insurance and administrative costs.

BACKGROUND:

In 1986, the Traffic Department approved an application by the owner of the property at No. 212 MacNab Street North to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1986 July 08.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, so that she may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with this request.

cc: Ms. Patrice Noe Johnson
City Solicitor


CANADIAN NATIONAL RAILWAYS FREIGHT YARDS
STRACHAN STREET
STUART STREET
MURRAY ST
BARTON STREET WEST
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
CANNON STREET WEST
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING ST. WEST
VINE
QUEEN STREET NORTH
QUEEN STREET SOUTH
HESS STREET NORTH
CAROLINE STREET NORTH
BAY STREET NORTH
MACNAB STREET
PARK
OXFORD
GREIG STREET
TIFFANY STREET
RAILWAY
JJ/S-450
D/S-699
D/S-910
D/S-450
G-3/S-277
H/S-745
H/S-481
H/S-771
H/S-762
H/S-766
H/S-731
H/S-479
H/S-523
H/S-436
H/S-663
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
CR-3
E-3
E-3/S-545
I/S-532
L-C
H

6.7

CITY OF HAMILTON

- RECOMMENDATION -

SEP 0 6 1991

DATE: 1991 September 5

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Relocation of the School Crossing Guard from Maplewood Avenue and Norway Avenue to Maplewood Avenue and Springer Avenue **(TEC-201-91)**

RECOMMENDATION:

That the School Crossing Guard at the intersection of Maplewood Avenue and Norway Avenue be relocated to the intersection of Maplewood Avenue and Springer Avenue.

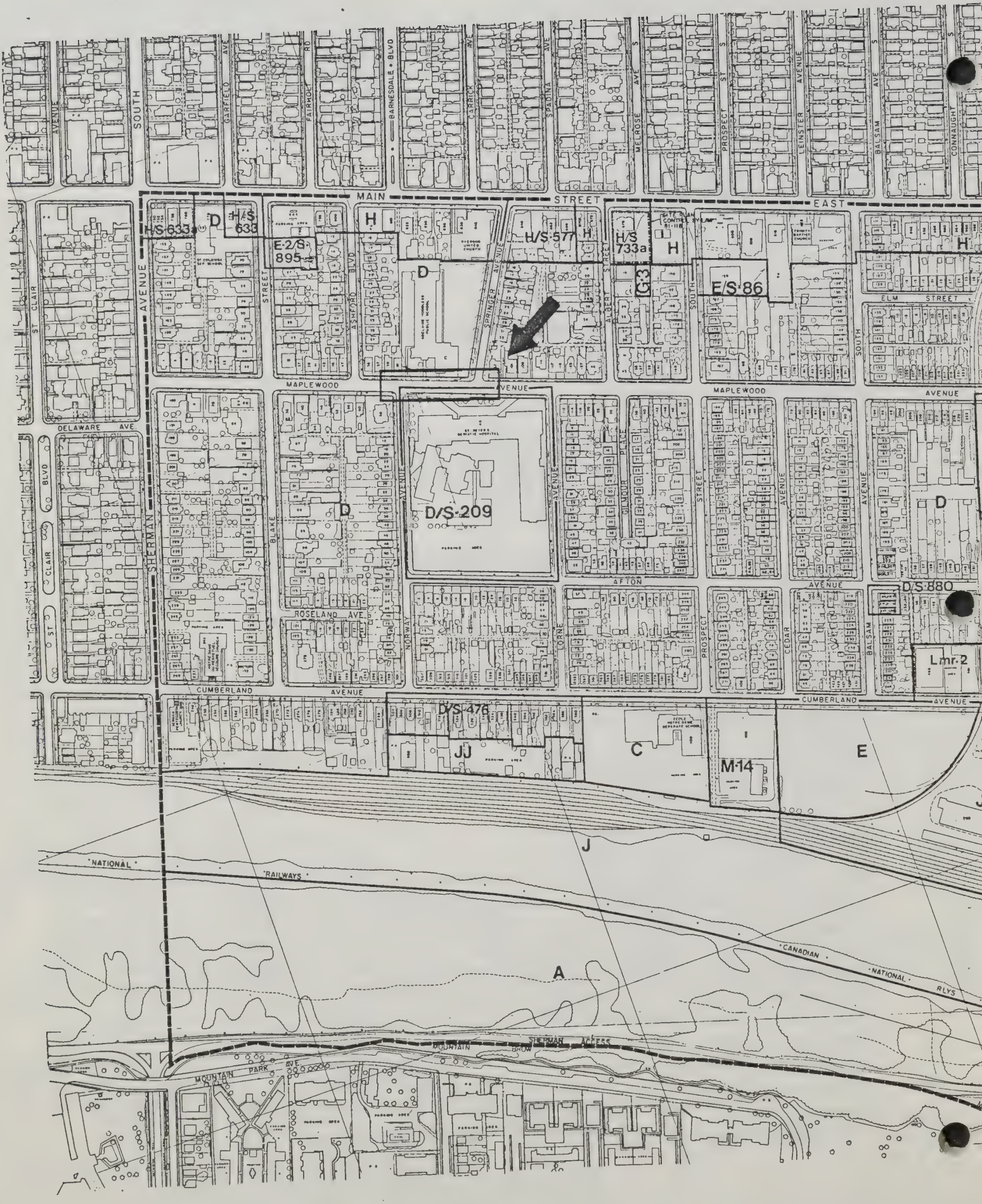
Hart Solomon FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds available in the 1991 Traffic Department Operating Budget to relocate the necessary signs and pavement markings.

BACKGROUND:

In June 1991, the Traffic Department reviewed conditions at the School Crossing Guard location at Maplewood Avenue and Norway Avenue. It was observed that the School Crossing Guard at this location was crossing approximately 320 children across Maplewood Avenue each day. However, it was also observed that approximately an additional 80 to 100 children per day were crossing Maplewood Avenue at Springer Avenue. The intersection of Maplewood Avenue and Springer Avenue is located immediately in front of the front door of Adelaide Hoodless School and relocating the Guard 200 feet easterly to Springer Avenue would enable the Guard to cross all children exiting the school who wish to cross Maplewood Avenue. The Traffic Department has contacted the school Principal who concurs with this relocation. Therefore, the Traffic Department recommends that the School Crossing Guard at Maplewood Avenue and Norway Avenue be relocated to the intersection of Maplewood Avenue and Springer Avenue.


MAIN STREET EAST
H/S-633
D
H/S 633
E-2/S-895
H
H/S-577
H/S 733a
H
E/S-86
H
D
SPRINGER AVENUE
ALBERT STREET
SOUTH
ELM STREET
MAPLEWOOD AVENUE
MAPLEWOOD AVENUE
DELAWARE AVE.
ST CLAIR BLVD
SHERMAN AVENUE
BLAKE AVENUE
D
D/S-209
D
AVENUE
AVENUE
AVENUE
D
D/S-880
AFTON
ROSELAND AVE.
NORWAY
DORNE
PROSPECT
CEDAR
BALSAM
Lmr-2
CUMBERLAND AVENUE
D/S-476
JJ
C
M-14
E
CUMBERLAND AVENUE
J
NATIONAL RAILWAYS
A
CANADIAN NATIONAL RLYS
MOUNTAIN PARK AVE
MOUNTAIN
SHERMAN ACCESS

CORPORATION OF THE CITY OF HAMILTO

MEMORANDUM

7.

****

TO: Mayor R. M. Morrow

YOUR FILE:

FROM: Tina Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: Concerns of Ms. Deborah Burnett
Respecting Various Traffic Matters
in the North End East Neighbourhood

DATE: 1991 July 31

Please be advised that at the Transport and Environment Committee meeting of July 22, 1991, the above-noted item was tabled to the August 19, 1991 meeting of the Transport and Environment Committee.

TA:lm

cc: Mr. M. Main

T. Agnello
per K.C.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North End East neighbourhood. (TEC-149-91)

RECOMMENDATION:

That the Hamilton-Wentworth Regional Police Department be requested to provide additional enforcement of the following violations:

- excessive speed of vehicles on James Street North
- excessive speed of vehicles on John Street North
- motorists not coming to a full stop at the four-way stop at James Street North and Burlington Street
- motorists failing to stop for the school crossing guard at John Street North and Simcoe Street

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of installing a traffic signal at James and Burlington would be approximately $70,000.00. However, no City funds are available, and since the Provincial warrants are not met, no subsidy would be available from the Ministry of Transportation.

BACKGROUND:

His Worship Mayor Robert M. Morrow has asked the Traffic Department to report to the Transport and Environment Committee respecting a number of concerns by Ms. Deborah Burnett, 503-2 Guise Street. The Traffic Department has reviewed these matters, and has the following report:

1. Ms. Burnett has expressed concern regarding the number of motorists who fail to come to a complete stop at the intersection of James and Burlington Streets which is presently controlled by a four-way stop. Since the law is very clear respecting the requirement that motorists come to a full stop, the Traffic Department, by letter dated 1991 April 26, forwarded this concern to the Chief of Police for appropriate enforcement action.

2. Ms. Burnett expressed the view, in a letter dated 1991 April 01, that "traffic lights are needed" in the north end, but did not specify any locations. Subsequently, in a meeting with the Mayor, she suggested that the intersection of Burlington and James should be signalized. A review has determined that the traffic signal installation warrants are not met, because of the extremely low vehicular volumes (8800 per day on Burlington and 900 per day on James) and the relatively low pedestrian volumes.

   Records indicate that there have been only two reported collisions at this intersection in at least the last 10 years. Only one of these collisions involved a pedestrian, and this collision occurred in 1984. Thus, the collision record for this intersection has been excellent, and the installation of a traffic signal would likely increase the number of collisions since a typical signalized intersection in the City averages 5.75 collisions per year. Also, the increased delay caused for pedestrians and motorists by a traffic signal would result in a very high violation rate and a hazardous situation.

   The Ministry of Transportation traffic signal installation warrants are not met, since the volumes of traffic and pedestrians are relatively light and the collision rate has been excellent. Therefore, no subsidy would be available from the Ministry for a traffic signal at James and Burlington.

3. Ms. Burnett has also expressed concern that she has witnessed cars failing to stop for the school crossing guard on John Street North at Simcoe Street. Once again, since the law is very clear, the only recourse is for more enforcement of these dangerous violations. However, the crossing guard at this location has stated that motorists failing to stop is not a problem at this location and that this type of violation has occurred only once within the last several months.

4. Ms. Burnett has also expressed concern regarding the speed of traffic on James Street North, and again, this is a matter of enforcement by the Regional Police Department.

MEMORANDUM

TO: Mayor R.M. Morrow

FROM: Tina Agnello

DATE: July 18, 1991

SUBJECT: Transport and Environment Committee Agenda

Please be advised that the attached Recommendation (Traffic Matters on North End East neighbourhood) will appear as Item No. 8 on the Transport and Environment Committee Agenda for Monday, July 22, 1991.

8.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 12

REPORT TO:
Transport and Environment Committee

FROM: Ms. T. Agnello, Secretary
Transport and Environment Committee

SUBJECT: 1991 Fall Meeting - Air & Waste Management Association, Hockley Valley September 22 - 24, 1991

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the 1991 Fall Meeting of the Air & Waste Management Association to take place on September 22 to 24, 1991 at Hockley Valley, Ontario.

(b) That costs for attendance be allocated to Alderman Travel Account No. CH55201-10010 from the 1991 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Alderman Travel Account No. CH55201-10010 from the 1991 Operating Budget.

BACKGROUND:

Conference outline as attached.

SEP 09 1991

AIR & WASTE MANAGEMENT ASSOCIATION

Ontario Section

Annual Fall Meeting 1991

ENVIRONMENTAL MANAGEMENT INITIATIVES:

Focus on Municipal and Industrial Experiences

ONTARIO SECTION

HOCKLEY VALLEY RESORT
NEAR ORANGEVILLE

SEPTEMBER 22-24, 1991

Final Circular

THE COMMITTEE

Conference Chairman:	Ray Potvin MOE Tel: (705) 670-3247 Fax: (705) 675-4180
Technical Program:	Bill Hockett GMCL Tel: (416) 644-2364 Fax: (416) 644-7721
	Tony van der Vooren MacLaren Plansearch Inc. Tel: (416) 756-3866 Fax: (416) 756-4998
Registration:	Steve Toplack Regional Niagara Tel: (416) 735-0035 Fax: (416) 687-4977
Local Arrangements:	Peter Piersol ORTECH International Tel: (416) 822-4111-545 Fax: (416) 823-1446
Spouses' Program:	Diana Piersol Enghouse Systems Tel: (416) 477-1212 Fax: (416) 477-1466
Publicity:	Peter Burrowes Gore & Storrie Limited Tel: (416) 499-9000 Fax: (416) 499-4687

OVERVIEW

ENVIRONMENTAL MANAGEMENT INITIATIVES: Focus on Municipal and Industrial Experiences is the tòpic for the AWMA-OS annual Fall Meeting. This timely and important topic will be of interest to everyone involved with environmental management in the municipal and industrial fields.

The theme will focus on municipal and industrial experiences in dealing with environmental issues and initiatives that have been adopted. Speakers from both industry and municipalities will use case studies to illustrate experiences.

Presentations will cover:

- Implementing action plans
- Environmental networking
- Pollution prevention practices
- Measurement of performance and documentation.

The relaxed setting of the Hockley Valley Resort will provide a casual atmosphere for both the technical presentations and informal discussions among meeting participants.

ACCOMODATION

The Hockley Valley Resort is located near Orangeville. The resort is a 40-50 minute drive north of Metro. Recreation facilities include indoor and outdoor swimming pools, fitness centre, tennis and squash courts and an 18-hole championship golf course. The rooms are large and spacious and the dining facilities are superb.

Special meeting rates of $152/day (spouse $112/day) have been arranged. This rate includes three meals a day and use of resort facilities. For reservations contact Hockley Valley directly and indicate your reservations are for the AWMA-OS Fall Meeting.

Toronto direct	(416) 363-5490
Orangeville	(519) 942-0754
Fax	(519) 942-8033

DETACH AND FORWARD REGISTRATION FORM

REGISTRATION

PLEASE PRINT

Name: _____

Accompanied by: _____

Company: _____

Address: _____

_____

Tel. No.: _____

Total $ enclosed: _____

Prices INCLUDE GST. GST Reg. No. R129479267

Pre-Registration (before August 30, 1991)

AWMA-OS Members	$220.00	☐
Non Members	$235.00	☐

At Meeting

AWMA-OS Members	$250.00	☐
Non Members*	$265.00	☐
Single Day Rate**	$140.00	☐
Spouses	$ 25.00	☐

** Includes membership in AWMA-OS until April 1992.*
*** Includes lunch.*

I am interested in a friendly golf tournament, afternoon Sunday September 22nd. Yes/No

TECHNICAL PROGRAM

MONDAY, SEPTEMBER 23, 1991

7:30-10:30 a.m. Registration

MEETING OPENING

8:40 a.m. **Conference Chairman's Introduction**
Ray Potvin
Ontario Mininstry of the Environment

8:45 a.m. **Welcoming Remarks**
Anton Davis
Ontario Section Chairman

8:50 a.m. **Technical Chair's Opening Remarks**
Bill Hockett
General Motors of Canada Ltd

Session 1: POLICIES AND PROCEDURES: IMPLEMENTING ACTION PLANS

Chair
Robert G. Ferguson
Commissioner of Works
Metropolitan Works Department

9:00 a.m. **Less Waste, More Efficiency Quaker's Strategy for Profits**
Pamela Moaig
Environmental Project Co-Ordinator
The Quaker Oats Company of Canada Ltd

9:30 a.m. **Environmental Management for the 1990's**
J. Bruce Reid
Director, Office of the Environment
General Motors of Canada Limited

10:00 a.m. **Ontario's Waste Reduction Action Plan & Update**
Bob Breeze
Ministry of the Environment
Waste Reduction Office

10:30 a.m. **Break**

11:00 a.m. **Recycling Comes of Age at Waterloo Region's Material Recycling Centre.**
Dan Balfour
Recycling Manager
Solid Waste Operations
Municipality of Waterloo

11:30 a.m. **Working Within the Law**
John Bassett
IEB Supervisor
Ministry of the Environment

12:00 noon **Lunch**

Session 2: ENVIRONMENTAL NETWORKING COMMUNICATION & INFORMATION TRANSFER

Chair
Jennifer Rideout
Managing Editor
Environmental Dimensions

1:30 p.m. **Environmental Communication**
Anne McIlroy
Environmental Science Correspondent
Southam News

2:00 p.m. **Early Warning Alerts - Using Timely Information to Avoid or Manage Crisis**
Pat McGee
Executive Vice-President
OEB International

2:30 p.m. **The Environmental Information Explosion in Canada**
Deborah Orchard
Editor
ECO LOG Southam Business Communications

3:00 p.m. **Break**

3:15 p.m. **Good Communications is More Than Lip Service**
Ian Anderson
President
Temple Scott Associates

3:45 p.m. **Responsible Care Public Outreach**
George Wereszak
Manufacturing Manager
Dow Chemical of Canada Inc

TUESDAY, SEPTEMBER 24, 1991

7:30-9:30 a.m. Registration

Session 3: INTEGRATED POLLUTION PREVENTION PRACTICES ACTION PLANS

Chair: John Phyper
Manager
Keystone Environmental Resources Ltd.

8:30 a.m. **Successful Waste Minimization Programs**
Jody Sabo
Ontario Waste Management Corporation
Waste Management Specialist

9:00 a.m. Mandatory Solid Waste Management
Joe Hall
Assistant Manager
Waste Reduction and Recycling
Metropolitan Works Department
The Municipality of Metropolitan Toronto

9:30 a.m. **The Economics of Integrated Pollution Prevention Practices Case Study**
George Leahy
Marketing Director
Wehran Envirotech

10:00 a.m. **Break**

10:30 a.m. Pollution Prevention Pays
R.J. Whelan
Manager Corporation Information
3M Canada Inc

11:00 a.m. **Waste Exchange Programs: A Positive Approach to Deal with Industrial Waste**
Mary Jane Hanley
Ontario Waste Exchange
Orech International

11:30 a.m. **Practices and Case Examples at GE Canada**
Dr. Roland Hosein, PhD., C.I.H.
Vice President
Corporation Health, Safety & Environment
Canadian General Electric Ltd

12:00 noon Lunch

Session 4: MEASURES OF ENVIRONMENTAL PERFOMANCE AND DOCUMENTATION

Chair
Paul Hansen
Environmental Co-Ordinator
Chrysler Canada Ltd

1:00 p.m. **Emission Reporting Under SARA Title III**
Gary Edwards
Keystone Environmental Resources Inc

1:30 p.m. **Performance, Progress, Perceptions**
Jim Taylor
Manager, Environmental Affairs
Dupont Inc

2:00 p.m. **Environmental Data Base Management**
Rob Kolanko

2:30 p.m. **Toxic Chemical Reduction - A Societal Issue**
Madelyn Webb
Environment Canada

3:00 p.m. **Environmental Data Infrastructure**
Neil Anderson
Canadian Hydrographic Service

3:30 p.m. **Environmental Reporting - The Next Generation**
Judith Ryan
Senior Environmental Advisor
Environmental Division
Ontario Hydro Office H6C6

4:00 p.m. **Conference Chairman's Closing Remarks**
Ray Potvin
Ontario Ministry of the Environment

SOCIAL PROGRAM

SUNDAY, SEPTEMBER 22, 1991

1:30 p.m. Golf Tournament

4:00-6:00 p.m. Registration

6:00-7:00 p.m. Chairman's Mixer

7:00 p.m. Dinner

MONDAY, SEPTEMBER 23, 1991

6:00-7:00 p.m. Reception

7:00 p.m. Banquet Dinner & Entertainment

SPOUSES PROGRAM

MONDAY, SEPTEMBER 23, 1991

9:30 a.m. Trip to Elora

TUESDAY, SEPTEMBER 24, 1991

9:30 a.m. Spouses Golf Tournament

1991 ANNUAL FALL MEETING
AIR & WASTE MANAGEMENT ASSOCIATION
ONTARIO SECTION
September 22-24, 1991

Full Registration includes:
- All Sessions
- Entertainment
- Refreshments

Students are invited to attend technical sessions free-of-charge but must register.

Make cheques payable to:
AWMA-OS Fall 1991 Meeting
Forward with registration card to:
Stephen Toplack
Registrar, 1991 Fall Conference
23 East 27th Street
Hamilton, Ontario L8V 3E6

Resort Accommodation:
Please make your resort reservations directly with Hockley Valley Resort by telephoning (519) 942-0754 or from Toronto (416) 363-5490. Please specify that you are attending the 1991 AWMA Fall Meeting in order to receive the special meeting rate.

9.

Brian Hinkley Alderman Ward Three

CITY COUNCIL

Res: (416) 572-7500

Finance & Administration Committee -Chairman

Keep Hamilton Clean Committee -Chairman

Seniors Centre Feasibility Study -Chairman

Harbour Task Force -Chairman

Handbill Sub-Committee -Chairman

Hamilton Municipal Retirement Fund -Chairman

Hamilton Seniors Council -Liaison

Parks & Recreation Committee -Member

Hamilton Non-Profit Housing -Member

Regional Engineering Committee -Member

Regional Economic & Planning Committee -Member

Chairman's Environmental Advisory Committee -Member

Hamilton-Wentworth Children's Aid Society -Member

July 16, 1991.

Miss Tina Agnello,
Secretary,
Transport and Environment Committee,
City Clerk's Department,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4.

Dear Miss Agnello:

RE: BULK GARBAGE COLLECTION

I would like to discuss, with the Members of the Transport and Environment Committee, our current program of bulk garbage collection.

A number of residents have raised several concerns with me.

It appears as though the current manner in which bulk garbage collection is undertaken has several deficiencies.

I would like to discuss these deficiencies with the Committee Members.

Yours truly,

Brian Hinkley

Brian Hinkley,
Alderman, Ward 3.

BH:dd

c.c. Joe Pavelka, Director of Public Works, City of Hamilton;
Henry Merling, Chairman, Transport and Environment Committee;
Fred Steffler, 85 Century Street, Hamilton, Ontario. L8L 1V9;
Joan Rapsavage, 52 Proctor Blvd., Hamilton, Ontario. L8M 2M4.

Recycled Paper

9.

Brian Hinkley Alderman Ward Three

CITY COUNCIL

Bus: (416) 546-2730
Res: (416) 572-7500

Finance & Administration Committee -Chairman

Keep Hamilton Clean Committee -Chairman

Seniors Centre Feasibility Study -Chairman

Harbour Task Force -Chairman

Handbill Sub-Committee -Chairman

Hamilton Municipal Retirement Fund -Chairman

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Regional Engineering Committee -Member

Regional Economic & Planning Committee -Member

Chairman's Environmental Advisory Committee -Member

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BH:dd

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Henry Merling, Chairman, Transport and Environment Committee;
Fred Steffler, 85 Century Street, Hamilton, Ontario. L8L 1V9;
Joan Rapsavage, 52 Proctor Blvd., Hamilton, Ontario. L8M 2M4.

Recycled Paper

JUL 12 1991



Dominic Agostino

Alderman — Ward 5
Regional Councillor

10.1

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

1991 July 12

Ms. Tina Agnello, Secretary,
Transport and Environment Committee

Dear Ms. Agnello:

Re: ***Wentworth Condominium Corporation No. 13***
26 Glenburn Court and 6 Riverdale Drive, Hamilton

I would appreciate it if you could place the above item on the September agenda of the Transport and Environment Committee meeting.

I have attached the full package pertaining to this issue and would appreciate it being included in the agenda.

Thank you for your attention to this matter.

Yours sincerely,

D. Agostino

Dominic Agostino, Alderman.
Ward 5

DA:tb

Attch.

JUN 24 1991

Lounsbury Management Services

June 19, 1991

Dominic Agostino
City Hall Building
71 Main Street West
Hamilton, Ontario
L8N 3T4

ATTENTION: MR. ALDERMAN, WARD 5

Dear Sir:

Re: Wentworth Condominium Corporation No. 13
26 Glenburn Court & 6 Riverdale Drive, Hamilton

On behalf of the Board of Directors and as managers of the above referenced Condominium Corporation, we have been asked to contact you concerning the following matter and request your response.

At same Corporations recent Annual General Meeting discussion ensued as to the possibility of gaining permit parking allowance along the east side of 22 through 36 Riverdale Drive.

These home owners expressed concern regarding a lack of visitor parking since the above noted Corporation consists of two parking lot areas which include only one parking space per unit and "no" provisions for visitors parking. With this in mind, the guests of these 8 units rarely have a place to park and often must park blocks away.

As a result, and in an effort to improve this situation, we were instructed to contact the Traffic Department of the City of Hamilton. Since that date, we have corresponded with Murray Main of the City of Hamilton Traffic Department (copies of said letters are attached for your perusal).

As you will note in Mr. Main's correspondence, we were informed the traffic by-law does not allow the issuance of permits to residents of townhouses despite both the Board of Directors and owners view that as resident taxpaying home owners they should be granted the same parking rights as neighbouring single detached home owners.

.../2

143 James St. South, Suite 200
Hamilton, Ontario L8P 3A1
(416) 523-7511

A DIVISION OF LOUNSBURY REALTY LIMITED

Lounsbury Management Services

We wish to inform you that the owners of the 8 affected homes have all expressed written desire to have a parking allowance granted to them on a restricted parking basis. (copies attached for your review).

With the above in mind, we ask that you would review the aforementioned parking concern and provide us with further direction as soon as feasibly convenient.

In the hopes of gaining permit parking allowance, we thank you in advance for your anticipated co-operation.

Yours truly,
LOUNSBURY MANAGEMENT SERVICES

Paul Casuccio,
Property Manager

PC:gp
cc: Board of Directors
Fred Lombardo
File No. June18.1

Lounsbury Management Services

JUN 24 1991

March 18, 1991

The Corporation of the
City of Hamilton
71 Main Street West
Hamilton, ON
L8P 1H4

ATTENTION: TRAFFIC DEPARTMENT

Dear Sirs:

RE: Wentworth Condominium Corporation No. 13
26 Glenburn Court and 6 Riverdale Drive
Hamilton, ON

As managers of the above referenced Condominium Corporation and on behalf of the Board of Directors, we have been asked to contact you regarding the following concern and request your co-operation.

At a recent Annual General Meeting of the unit owner body of the above noted Corporation, the topic respecting a lack of visitor parking was discussed. It should be noted that said Corporation consists of 2 parking lot areas, inclusive of one parking space per unit and "NO" provision for visitor's parking.

It would appear that guests of 22 through 36 Riverdale Drive seldom have a place to park while attending at these units.

As you are undoubtedly aware, the east side of Riverdale Drive fronting Units 22 through 36 is posted as a "No Parking" area.

With the above in mind, and in an effort to improve this situation, the unit owners are requesting that your Department consider the allowance of parking during non-rush hour times in front of the aforementioned affected units.

143 James St. South, Suite 200
Hamilton, Ontario L8P 3A1
(416) 523-7511

A DIVISION OF LOUNSBURY REALTY LIMITED

Lounsbury Management Services

Thanking you in advance for your anticipated co-operation in this matter.

Awaiting your earliest response.

Yours truly,

LOUNSBURY MANAGEMENT SERVICES

Paul Casuccio

Paul Casuccio
Property Manager

PC:cc
cc: Board of Directors

#130315

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

JUN 24 1991

TRAFFIC DEPARTMENT

Fax No. (416) 546-2419
Tel No. (416) 546-4510

1991 April 12

Lounsbury Management Services
143 James Street South, Suite 200
Hamilton, Ontario
L8P 3A1

Attention: Mr. Paul Casuccio, Property Manager

Re: Wentworth Condominium Corporation No. 13,
26 Glenburn Court and 6 Riverdale Drive

Dear Sir:

We refer to your letter dated 1991 March 18, in which you requested that consideration be given to allowing parking on the east side of Riverdale Drive in front of Unit 22 to 36 Riverdale Drive. We have reviewed this matter, and have the following comments:

As a result of concerns by these residents with regard to the lack of available on-street parking, this matter has been reviewed on several occasions in recent years. The Traffic Department's position has been that it would be possible to allow parking on the east side of Riverdale at this location. Records indicate that previous requests by these residents have been to designate the area with a "Permit Parking" regulation and to issue the abutting townhouse residents' parking permits. However, the Traffic By-law does not permit the issuance of permits to residents of townhouses, and therefore, such a regulation would not be feasible at this location. A majority of the residents have not agreed to unrestricted parking in the past.

In summary, the Traffic Department would support the implementation of unrestricted free parking, or alternatively, a "One Hour Parking Time Limit" regulation to provide a parking turnover for visitors at this location, if a majority of the abutting residents are in agreement.

Please advise if either of these suggestions would be satisfactory to the residents, and we will take the necessary action to process the request.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services
MH
MH/ds

JUN 24 1991

Lounsbury Management Services

May 28, 1991

The Corporation of the City of Hamilton
71 Main Street West
Hamilton, Ontario
L8P 1H4

ATTENTION: MURRAY MAIN

Dear Sir:

Re: WENTWORTH CONDOMINIUM CORPORATION NO. 13
26 GLENBURN COURT AND 6 RIVERDALE DRIVE, HAMILTON

Pursuant to our recent Directors meeting, the Board has asked us to respond to your letter dated April 12, 1991 concerning implementation of parking on the east side of Riverdale Drive in front of Units 22 to 36.

Please be informed that the owners of the eight affected homes have all expressed their written request (copy of which is attached for your perusal) that parking allowance be granted to them on a restricted parking basis.

These homeowners are in favour of being issued from the City of Hamilton, exclusive use parking permits for which the unit owners would gladly pay a fee for.

We acknowledge your addressing of the topic of "Permit Parking" in your April 12, 1991 letter. The Board of Directors feel that as resident taxpaying homeowners, the eight affected unit owners should be granted the same parking rights as neighbouring single detached homeowners.

In summary, the unit owners affected would be satisfied should they be granted an allowance with a "Permit Parking" plan during non-rush hour times and possibly Saturdays and Sundays as well.

.../2

143 James St. South, Suite 200
Hamilton, Ontario L8P 3A1
(416) 523-7511

A DIVISION OF LOUNSBURY REALTY LIMITED

Lounsbury Management Services

Please respond to our request as soon as feasibly possible as our next scheduled Board of Directors meeting is Tuesday evening, June 4, 1991.

Sincerely thanking you.

Yours truly,
Lounsbury Management Services

Paul Casuccio
Property Manager

PC:cb
cc: Board of Directors

W130527.91

JUN 24 19

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, Donald Gunn, am the owner of 22, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity.

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

Owner of 22 Riverdale Drive,
Hamilton, Ontario

JUN 24 1991 RECEIVED
MAY 10 1991
LOUNSBURY

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, PAUL H. Smith, am the owner of Unit 2, 24, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity.

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

Owner of 24 Riverdale Drive,
Hamilton, Ontario

JUN 2 4 1991

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, Lynn Shaw, am the owner of 26, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity.

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

Owner of 26 Riverdale Drive,
Hamilton, Ontario

JUN 24 1991

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, JOHN BERRY, am the owner of UNIT 4, 28, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity.

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

John Berry.

Owner of 28 Riverdale Drive,
Hamilton, Ontario

MAY 18 19 JUN 24 19
LOUNSBURY

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, Maurice & Ethel Sweet, am the owner of Unit (30) unit# 5, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity. I am also (Ethel Sweet) a Handi Cap permit holder. Permit #039257 Expires Sept. 1994

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

Ethel Sweet
Owner of 30 Riverdale Drive,
Hamilton, Ontario
Maurice Sweet

RECEIVED
MAY 10 1991
JUN 24

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, Matt Presti, am the owner of 32, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity.

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

Owner of 32 Riverdale Drive,
Hamilton, Ontario

JUN 24 1991

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, Marcel Delair, am the owner of 34, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity.

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

Owner of 34 Riverdale Drive,
Hamilton, Ontario

LOUNSBURY

RECEIVED
JUN 24 1991
MAY 10 1991
LOUNSBURY

PARKING

WENTWORTH CONDOMINIUM CORPORATION NO. 13

SCHEDULE "A"

I, Susan Merinchuk am the owner of 36, Riverdale Drive, Hamilton, Ontario. I recognize the allowance of permit parking along the front of my unit by the City of Hamilton for the exclusive use purpose of the owners of 22 - 36 Riverdale Drive would be long overdue and of great necessity.

I am also in favour of the Board of Directors' request that the City issue "Parking Permits" solely for my benefit and the benefit of my neighbours along the above-noted block, at a minimal permit charge to myself.

Yours truly,

Susan Merinchuk

Owner of 36 Riverdale Drive,
Hamilton, Ontario

THE CORPORATION OF THE CITY OF HAMILTC
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

Fax No. (416) 546-2419
Tel No. (416) 546-4510

JUN 2 4 199

1991 June 6

Lounsbury Management Services
143 James Street South, Suite 200
Hamilton, Ontario
L8P 3A1

RECEIVED
JUN 10 1991
LOUNSBURY

Attention: Mr. Paul Casuccio
Property Manager

Re: Wentworth Condominium Corporation No. 13,
26 Glenburn Court and 6 Riverdale Drive

Dear Sir:

We refer to our previous correspondence and to your letter dated 1991 May 28, in which you advised that the abutting property owners at units nos. 22 to 36 Riverdale Drive wish to have a "Permit Parking" regulation implemented on the east side of Riverdale in front of their homes.

As previously advised, the City of Hamilton Traffic By-law does not permit the issuance of permits to residents of townhouses, and therefore, such a regulation would not be feasible at this location. The reason that "Permit Parking" is not used adjacent to townhouse develpments is as follows:

- The "Permit Parking" regulation is a very restrictive regulation which does not allow, for instance, visitor or non-resident parking whatsoever, and is generally used as "last resort" where the residents of a particular street have experienced extreme parking problems. In the case of townhouses, off-street parking is generally provided in accordance with the current Zoning By-law requirement of 1.25 parking spaces per dwelling unit such that there is no shortage of off-street parking for residents or visitors, and it would be only a matter of convenience rather than necessity to allow reserved parking for these residents on a public highway.

- Implementing convenient "Permit Parking" in front of townhouse developments would mean that visitors and non-residents would likely park in other areas in front of someone else's homes, while the reserved off-street parking for the townhouse residents would be under utilized.

- Since townhouse on-street parking generally results in a regulation to prohibit parking on the single family side of the street to reduce congestion, the single family homes would be deprived of visitor parking on both sides of the street in many cases, and this is not reasonable or equitable.

For the above reasons, the Traffic By-law does not permit the issuance of permits to residents of townhouses, and in fact, the request for a "Permit Parking" regulation on the east side of Riverdale at this location was denied by the Transport and Environment Committee of the City Council in 1989. However, if a majority of the abutting residents would agree to the implementation of unrestricted parking or a "One Hour Time Limit" regulation, the Traffic Department would be pleased to forward this matter to the Transport and Environment Committee for consideration.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

MH/ca

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Riverdale Drive, south of Glenburn Court - Parking Regulations.
[TEC-193-91]

RECOMMENDATION:

That, in accordance with the provisions of the City Traffic By-law, no action be taken on the request for a "Permit Parking" regulation on the east side of Riverdale Drive, south of Glenburn Court.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

BACKGROUND:

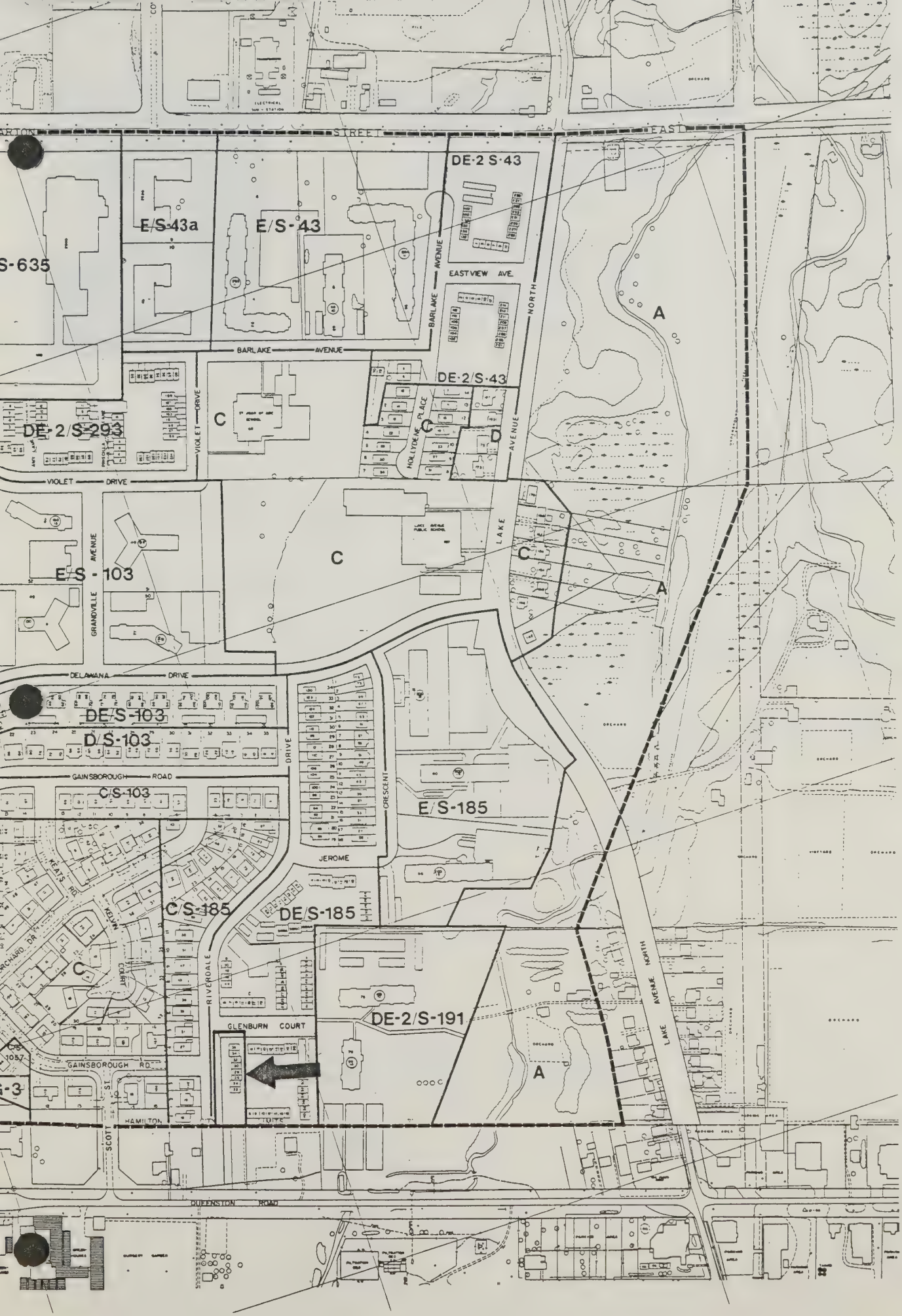
Alderman Dominic Agostino has requested the Traffic Department to report to the Committee on the possibility of implementing a "Permit Parking" regulation on the east side of Riverdale, south of Glenburn in front of the eight unit townhouse complex.

Riverdale has a 36 foot pavement width, and presently, parking is prohibited on both sides of the street in this area.

The Traffic Department reviewed the matter, and concluded that it would be possible to allow parking to occur on the east side of the street in this area. However, a "Permit Parking" regulation would not be appropriate since the primary purpose of the "Permit Parking" regulation is to assist only residents of one, two or three family dwellings with their parking difficulties by prohibiting parking by all motorists, except abutting residents who have obtained the necessary parking permit. The regulation is very restrictive and does not allow for instance for visitor or non-resident parking whatsoever, and is generally used only where the residents of a particular street have experienced extreme parking problems.

In this particular case, off-street parking has been provided for the townhouses, in accordance with the current zoning by-law requirements of 1.25 parking spaces per dwelling unit. Thus, there is no shortage of off-street parking and it is only a matter of convenience rather than necessity to allow parking in front of the eight townhouse units in question. Also, the Traffic By-law clearly specifies that permits may be issued only to residents of one, two or three family homes, and since townhouses are "multiple dwellings" the By-law would not permit the issuance of permits to residents of this development.

In summary, the Traffic Department could support the request to allow parking on the east side of Riverdale, south of Glenburn, but not a "Permit Parking" regulation. In the past, some residents have expressed concern that if unrestricted parking is allowed in this block, it would only be occupied by residents of an area apartment building. Therefore, if long term parking is a concern of these residents, a one or two hour parking time limit could be implemented in front of their homes to limit the amount of time for parking by all motorists.


STREET
EAST
E/S-43a
E/S-43
DE-2 S-43
EASTVIEW AVE.
BARLAKE AVENUE
DE-2/S-43
DE-2/S-293
VIOLET DRIVE
HOLLYDENE PLACE
NORTH SHORE BOULEVARD
LAKE AVENUE
E/S-103
GRANDVILLE AVENUE
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
E/S-185
JEROME CRESCENT
C/S-185
DE/S-185
RIVEROALE
GLENBURN COURT
DE-2/S-191
LAKE AVENUE NORTH
HAMILTON
QUEENSTON ROAD
A
C
D

AUG - 9 1991



Dominic Agostino

Alderman — Ward 5
Regional Councillor

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

10.2

1991 August 9

Ms. T. Agnello, Secretary,
Transport and Environment Committee

Dear Ms. Agnello:

I would appreciate it if you could place the attached item on the September Agenda of the Transport and Environment Committee meeting.

I would also appreciate notification as to the time and date so I can notify my constituent as he wishes to speak to the item.

Thank you for your kind attention to this matter.

Yours sincerely,

D. Agostino

Dominic Agostino, Alderman,
Ward 5

DA:tb

c.c. Alderman Henry Merling, Chairman,
Transport and Environment Committee

Mr. F. Calvise
150 Kenora Avenue
Hamilton, Ontario
L8E 1C4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 10
T103-07 G. Aston

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: 150, 154 Kenora Avenue
Overhead Cable TV wires

RECOMMENDATION:

That no new additional cable television wires be placed overhead across Kenora Avenue.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Alerman Agostino has requested that your Committee consider the placement of cable television wires over the road allowance of Kenora Avenue. The attached letter to Alderman Agostino provides the background to the request. As these wires would be contrary to the intent of the City's by-law governing overhead wires, we would recommend against the proposal.

GA:ga

cc: Alderman D. Agostino

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4

Tel. (416) 546-4170
Fax (416) 526-6665

Refer to File No. T103-07
Attention of C. Pacella
Your file No.

July 29, 1991

Alderman Agostino
C/O Aldermans Room
City Hall

Re: Placement of Overhead Wires in an Underground Area

Pursuant to your letter of July 7, 1991 and our conversation over the telephone on approximately December 1990, please be advised that the following is an outline of the situation that now exists at #150 and 154 Kenora Avenue.

1. The west side of Kenora is an overhead area; therefore, poles with overhead wires are permitted.

2. The east side of Kenora is a relatively new area and therefore all plant is buried underground in accordance with the City of Hamilton underground policy on utilities in new subdivisions (see attached).

3. The existing overhead cables that are crossing from the west side to the east side were illegally placed by Niagara Co-Ax some years ago. At that time, Niagara Co-Ax was ordered to remove the overhead cable and bury it. Prior to the removal of the overhead wires, Niagara Co-Ax sold out to Rogers Cable and the removal has not taken place to date. We are currently reviewing this situation with Rogers.

In order to place aerial cable, this matter should be referred to the Transport & Environment Committee as well as City Council . Further, there may be some additional costs incurred by the City and/or the home owner, as the underground installation was carried out as per the by-law.

I trust the above information will be of help to you and should you have any questions, please contact Mr. C. Pacella of this department at 546-2052.



for L.D. Turvey, P. Eng
Commissioner of Transportation/
Environmental Services

Attachment



Dominic Agostino

Alderman — Ward 5
Regional Councillor

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

FILE NO.
LETTER NO. A60-91-17
JUL 2 2 1991

COMM.	✓	READY BY
ENG.		
PLNG.		ANS. BY
INF. MGT.		FILED BY
ENG. SERV.	✓	
ADMIN.		

C.P

1991 July 19

Mr. C. Pacello,
Engineering Department

Dear Carl:

Further to my correspondence of December 10, 1990, regarding the overhead wires on Kenora Avenue, I know we have spoken verbally regarding this issue in the past.

I would appreciate it if you could send me a letter outlining the difficulties with allowing Roger's Cable to place the overhead wires on Kenora Avenue and what action I can take to help my constituent resolve this problem.

Thank you for your attention to this matter, I would appreciate a prompt response in order that I can notify them as soon as possible regarding a resolution to this problem.

Yours sincerely,

Dominic Agostino, Alderman,
Ward 5

DA:tb

c.c. Mr. F. Calvise
150 Kenora Avenue
Hamilton, Ontario
L8E 1C4

Mr. and Mrs. Gumieniak
154 Kenora Avenue
Hamilton, Ontario
L8E 1C4

Received on 91 Jul 22/11.



Dominic Agostino

Alderman — Ward 5
Regional Councillor

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

1990 December 10

Mr. Carl Pucella.
Engineering Department

Dear Carl:

Can you please look into the matter of the possibility of allowing Rogers Cable to place overhead wires on Kenora in order to alleviate the difficulties that the residents at 150 Kenora are currently facing.

I would appreciate a response as quickly as possible.

Yours sincerely,

D. Agostino

Dominic Agostino, Alderman,
Ward 5

DA:tb

c.c. Mr. Jim Porter
Rogers Cable
695 Lawrence Road
Hamilton. Ontario
L8M 6P1

SECTION 13 CHAPTER

13. Whereas the Hamilton Hydro-Electric System has recommended that all distribution systems for power, telephone and cable TV be installed underground in new subdivisions; and whereas your Committee has received and reviewed reports from the City Engineer and Hamilton Hydro-Electric System, your Committee recommends:

(i) That all distribution systems for power, telephone and cable TV services be installed underground in new subdivisions.

(ii) That the City Solicitor be authorized and directed to prepare and submit to City Council an amendment to the Standard Subdivision Agreement and Streets By-law No. 9329 to incorporate the requirement in (i) above.

The Corporation of the City of Hamilton

BY-LAW NO. 79 - 217

To Amend:

Streets By-law No. 9329

Respecting:

INSTALLATION OF UNDERGROUND DISTRIBUTION SYSTEMS FOR POWER, TELEPHONE AND CABLE T.V. SERVICES

WHEREAS paragraph 98 of section 354 of The Municipal Act, R.S.O. 1970, chapter 284 provides for the passing of by-laws by municipalities for the laying of poles, wires or conduits across, along or under any highway or public place;

AND WHEREAS it is desirable to require all distribution systems of power, telephone and cable T.V. services to be installed underground in new subdivisions.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. By-law No. 9329 is amended by adding thereto the following section:

Underground Services in New Subdivisions

10a. Notwithstanding any other provision of this by-law, all wires and conduits for,

(a) the transmission of electricity; and

(b) electrical or electric impulses, signals and messages of every kind and nature,

shall be installed underground in new subdivisions.

PASSED this 31st day of July A.D. 1979.

City Clerk

Mayor

(1979) 20 R.T.E.C. 13, May 29

J.14

URBAN/MUNICIPAL
CAH ON HBL A05
C51T6

Ms. P. Medland
Urban/Municipal Collections
Library

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

71 MAIN STREET WEST
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1991 September 26

URBAN MUNI

NOTICE OF MEETING

GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 September 30
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

DELEGATIONS:

A. 9:30 a.m. Public Meeting Pursuant to the Municipal Act regarding the passing of a By-law to stop-up and alter Golf Links Road at the City of Hamilton Limits

B. 9:45 a.m.
(a) Public Meeting regarding a By-law for the stopping-up and closure of the Road Allowances on Elgin Street from 90m North of Wilson Street to 45m South of Cannon Street, and on Kelly Street from 55m East of Mary Street to 60m West of Ferguson Avenue

(b) The Alleyway South of Cannon Between Ferguson and Elgin Streets

C. 10:00 a.m. Public Meeting regarding the proposed Road Allowance closure of a portion of the alleyway adjacent to No. 73 Murray Street East

D. 10:15 a.m. Delegations in response to the Director of Traffic Services report on "Response to Public Comments: Pedestrian Safety Meeting" dated July 17, 1991

E. 10:30 a.m. Alderman D. Agostino - Delegations regarding Intersection Control: Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive

1. **AWARD PRESENTATION: GERALD J. FORBES:**

Institute of Transportation Engineers, Past President Award for paper "Identifying Incident Congestion"

2. **NEW TRAFFIC CENTRE**

Verbal progress report

3. **ADOPTION OF MINUTES:**

Minutes of the Meeting held Monday, September 16, 1991.

4. **DIRECTOR OF PROPERTY:**

Purchase of Land required for the Extension of Forbes Avenue from Janko Vranesevic and Saveta Vranesevic Part of Property at 1276 Upper James Street.

5. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES:**

5.1 Harbour Front Recycling Inc. Proposed Waste Disposal (Processing) Site at 1505 Burlington Street East, Hamilton

5.2 Cost of the Uncompleted Portions of Fieldway Drive, Millwood Place, and a Public Walkway, Hamilton

5.3 1991 Servicing Expenditures Related to Subdivisions

(a) Harbottle Estates - Phase 1, Hamilton

(b) Orchard Park Estates - Phase 1, Hamilton

5.4 Encroachment Agreements

5.5 Incorporating certain City lands into Donn Avenue and Berkindale Drive by By-law

6. DIRECTOR OF TRAFFIC SERVICES

6.1 **Parking Regulations**

(i) Albany Avenue between Kenilworth Avenue North and Robins Avenue

(ii) West side of Undercliffe Avenue, south of Aberdeen Avenue

(iii) West side of East 6th Street, south of Empress Avenue

(iv) No. 19 Harrison Avenue - Removal of Handicapped Permit Parking

6.2 **Intersection Control**

(i) Hanover Place (north leg) and Hanover Place (west leg)

(ii) Jackson Street West and Pearl Street

(iii) Magnolia Drive and Vanessa Court

(iv) Rolston Neighbourhood

6.3 **School Crossing Guards**

(i) Intersection of Greenhill Avenue and Quigley Road

(ii) Upper Paradise Road and Stonechurch Road

(iii) Queenston Road and Woodman Drive

6.4 Operation of Queen Street between Aberdeen Avenue and Main Street

6.5 Pedestrian Crossing Protection in Hamilton

7. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE:**

AMO Seminar - Municipalities and the Environment: Truth or Consequences
Friday, October 18, 1991, Toronto, Ontario

8. **ALDERMAN B. HINKLEY:**

Bulk Garbage Collection (previously tabled)

9. **OTHER BUSINESS**

10. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
2.	Closure of E/W alley South of King St. E. between John & Catharine Streets	July 22, 1991	Mr. G. Aston	Tabled
3.	Truck Traffic on Lloyd Street	July 22, 1991	Ald. D. Drury	Action Pending
4.	Closure of certain lands known as Eleanor Avenue	August 19, 1991	Mr. G. Aston	Tabled - Pending Report

September 26, 1991

T. Agnello
Secretary

Mrs. I. McAnanama
Chief Executive Officer
Hamilton Public Library

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

TEL: 546-2700
FAX: 546-2095

1991 September 26

NOTICE OF MEETING

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Monday, 1991 September 30
9:30 o'clock a.m.
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Friday, October 18, 1991, Toronto, Ontario

8. **ALDERMAN B. HINKLEY:**

Bulk Garbage Collection (previously tabled)

9. **OTHER BUSINESS**

10. **ADJOURNMENT**

A.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 25, 1991
S610-03 L. MacNeil

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

To Alter and Close a portion of Golf Links Road.

RECOMMENDATION:

a) That Golf Links Road at the west City limits be closed by the construction of a cul-de-sac.

b) That the By-Law attached to this report to carry out the foregoing be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd .....

Cont'd .....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

City Council on August 27, 1991 authorized that the by-law to alter and close Golf Links Road be prepared. We have advertised the Public Notices as required by the Municipal Act, and to date have received no objections.

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO ALTER AND CLOSE A PORTION
OF GOLF LINKS ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to alter and close any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Golf Links Road within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. Golf Links Road at the west City limits is hereby altered and closed by the construction of a cul-de-sac.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to alter and close as public highway the said lands.

3. This By-law comes into force and effect on the day of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62)

PASSED this day of A.D. 1991.

City Clerk Mayor

C.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 10
T103-03 (286) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Proposed Closure: Portion of Alleyway Adjacent to 73 Murray Street East

RECOMMENDATION:

A.

i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order to stop-up, close and sell the easterly 1.0m x 20.0m of the public unassumed north/south alleyway adjacent to #73 Murray Street;

b) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

d) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;

continued...

September 10, 1991
Portion of Murray Street Alleyway Closure

continued...

f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

B. Provided the Judge's Order to close the highway is granted:

a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner;

b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

for L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from N. Waiton (73 Murray Street East Hamilton, L8L 3G1), the abutting owner of the subject alleyway, to close the 1.0m x 20.0m portion of the north/south alleyway adjacent to #73 Murray Street East.

The applicant discovered through a title search that a portion of the building of #73 Murray Street was inadvertently built on the public unassumed alleyway. The alleyway is presently 4.092m wide and the proposed closure limit request is 1.0m. An investigated by this Department has determined that the closure will not adversely affect any persons now using the alleyway.

The present alley system is in the block bounded by John, Strachan, Catherine and Murray. The alleyway is "T" shaped with opening onto Murray and Catherine Streets.

continued

September 10, 1991
Portion of Murray Street Alleyway Closure

continued...

This Department circulated a notice of closure to the affected municipal departments, public utilities and the abutting property residents/owners. No objections were received from any municipal department or public utility company.

The results of the notification to residents and owners are as follows:

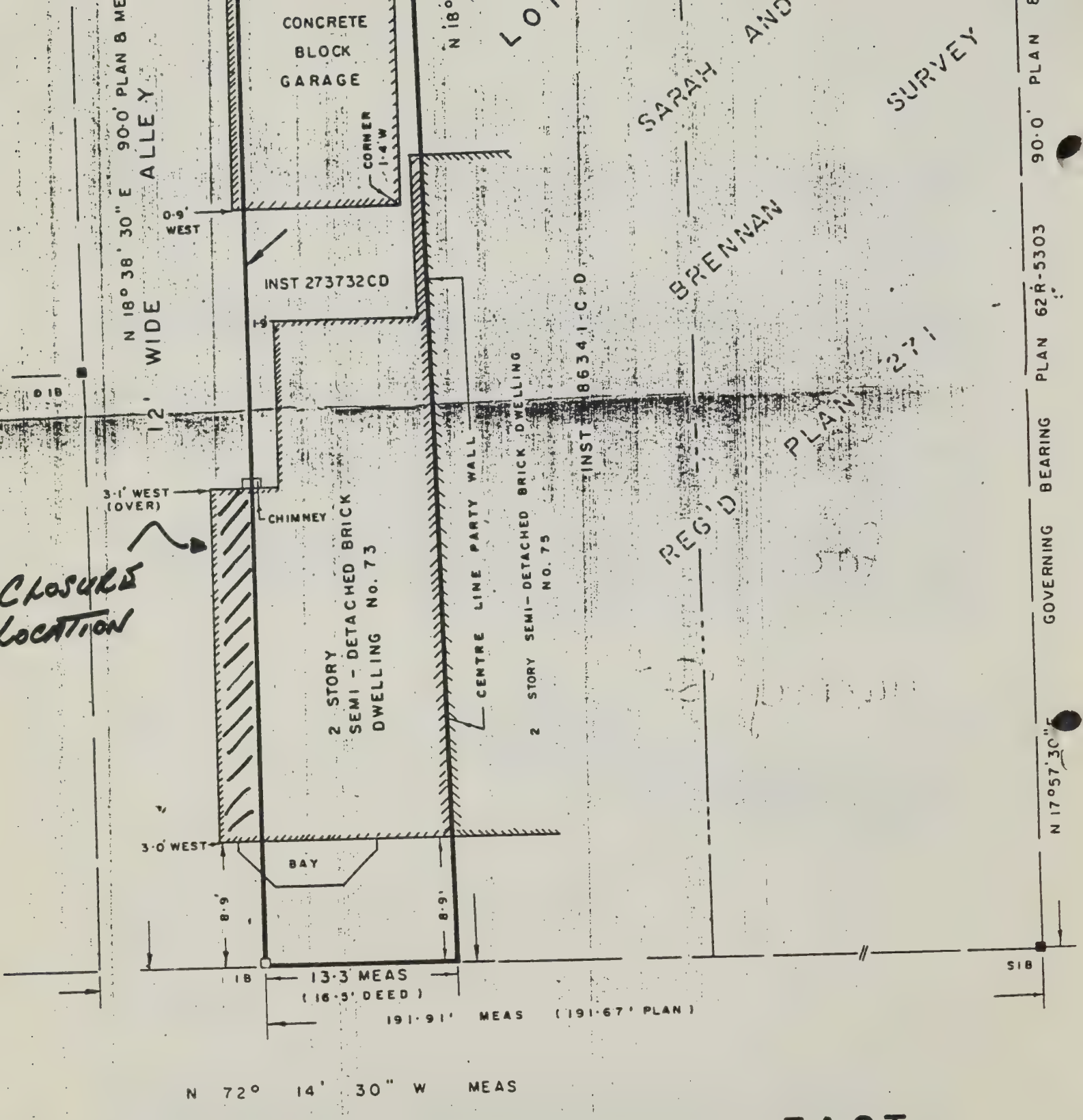
Total number circularized: 50

In favour: 8 Opposed: 2 No response: 40

The two residents opposed to the closure request did not give a reason. Based on the that fact, and the fact that there were no departmental or utility objections, this Department would recommend of favour of the request.

JKC:sed

cc: A. Zuidema, Law Department
cc: Alderman V. Agro
cc: Alderman Wm. McCulloch



ES SURVEY MONUMENT FOUND
ES SURVEY MONUMENT SET
ES CONCRETE MONUMENT
ES STANDARD IRON BAR
ES ROUND IRON BAR

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
THE FIELD SURVEY REPRESENTED ON THIS PLAN WAS COMPLETED ON THE 12 TH DAY OF SEPTEMBER 1985.

SEPT. 12, 1985 Edward Barich

©

EDWA
ONTARIO LA
HAMILTO

TE July 22 / 91 Tabled in Committee TA

D.

CITY OF HAMILTON

- ACTION -

DATE: 1991 July 17

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Response to Public Comments: Pedestrian Safety Meeting. [TEC-89-91]

RECOMMENDATIONS:

a) That the items from the 1991 April 08 Pedestrian Safety Meeting which should most appropriately be responded to by agencies or organizations outside the City be referred for action or response, as follows:

i) Seven items pertaining to public education and enforcement of traffic laws be referred to the Hamilton-Wentworth Regional Police Department; and

ii) Three items pertaining to public support and involvement be forwarded to the Council on Road Trauma; and

iii) The item regarding the Hamilton Board of Education be forwarded to the Board; and

iv) Three items pertaining to public safety be forwarded to the Hamilton Safety Council; and

b) That the Director of Traffic Services be directed to prepare a pamphlet providing guidance and information to the public about changes in traffic rules or conditions; and

c) That the City Council request, through the school boards, that Home and School Associations and/or the school principals attempt to influence parents not to park or stop within "No Stopping" zones adjacent to schools; and

d) That continued and, where possible increased, enforcement of "No Stopping" zones around schools be provided by the Traffic Department; and

e) That the Traffic Department continue to meet with and work with Ward Aldermen and neighbourhood representatives to discuss specific issues related to through traffic; and

f) That the Traffic Department continue to closely monitor the rate of application of paint on the roadway and the types of materials used to mark the roadway to provide economical but safe roadway marking; and

g) That comments about ridging of wheelchair ramps be forwarded to the Ramping Sub-Committee of the Committee for the Physically Disabled.

Murray J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of all staff activities and the cost of preparing a public pamphlet.

BACKGROUND:

On 1990 October 22, the Transport and Environment Committee directed that a public meeting be held to receive citizen input on the subject of pedestrian safety. The meeting was held on 1991 April 08. At the Transport and Environment Committee meeting of 1991 April 22, the Committee directed the Traffic Department to review and report on the verbal comments and written briefs from the public meeting. This report is in response to the direction of the Committee.

CLASSIFICATION OF RECOMMENDATIONS FROM THE PUBLIC MEETING

Not all of the comments from the public meeting directly apply to the issue of pedestrian safety. Also, there were a few issues which were site specific in nature rather than being general or policy in nature. The directed purpose of the meeting was general (policy) pedestrian safety issues. In order to focus only on applicable issues, and to minimize staff time, items which were not related to pedestrian safety on a policy level have been excluded.

The attached listing entitled "Pedestrian Safety Meeting - Issues Discussed" shows all of the traffic safety issues which were presented either in a written or verbal form. Section A lists, along with the presenter, those items of general traffic safety which were not related to pedestrian safety specifically. Section B lists those items which were related to pedestrian safety but which were of a limited to a specific physical locale and were not general policy items. The items in Sections A and B were not deemed to be directly relevant to pedestrian safety on a policy basis, and were not considered further as part of this review.

Section C lists the remaining items of pedestrian safety. Section C is broken down as to the responsibility for response. Those sections pertaining to education, enforcement, engineering, the development of community action groups, or associated with actions by specific organizations such as the Board of Education or the Hamilton Public Works Department have been identified and so categorized. The items in Section C.3 are traffic engineering related and the Traffic Department response to these issues follows. The items in C.6 are part of the activities of the Department of Public Works Department and a response to those items is also included.

It is recommended that items in sections C.1, C.2, C.4, and C.5 be forwarded to the appropriate organizations, with the intent that the responses will be provided to the Transport and Environment Committee in a future information report.

TRAFFIC DEPARTMENT ITEMS: RESPONSE (ITEMS IN SECTION C.3 OF ATTACHED REPORT "PEDESTRIAN SAFETY MEETING - ISSUES DISCUSSED")

Item 1. Traffic and Police Department Priorities.

It was suggested that the Traffic and Police Department should change priorities to place vehicular traffic second to that of pedestrian safety. At present, there is a program to identify locations having pedestrian collision problems. For those which can be improved, engineering countermeasures are implemented to provide increased pedestrian safety. The Traffic Department attempts to provide a balanced outlook weighing the needs of occupants of motor vehicles equally with those of pedestrians. A serious injury to a motor vehicle occupant is no less than important than an equivalent pedestrian injury. It should be noted that pedestrian collisions make up only 6% of all motor vehicle collisions occurring in Hamilton.

Conclusion: The present Traffic Department priorities reflect the relative numbers and importance of all types of motor vehicle collision injuries in Hamilton. No change is recommended.

Items 1, 2, 3 and 4 - Consultation Process

The concern was expressed that there is a need for more communication between the City staff and the public. One item suggested was that a pamphlet be developed to guide citizens with regard to traffic requests. Another suggestion was that neighbourhood groups be advised of any changes in their areas.

The development of a pamphlet has merit. The Traffic Department is prepared to undertake preparation of such a pamphlet.

A change in operating procedure to notify affected residents every time a by-law or signing change is implemented would result in a huge increase in staff time. Such a change would be a major policy change and would be only at the direction of the Transport and Environment and Engineering Services Committees. As most of the changes to traffic regulations are based on public safety or as a result of the demands of the majority of affected neighbourhood residents, such a level of consultation maybe wasteful of scarce staff resources.

It should also be noted that several of the presenters stated that they were not opposed to the regulations which were implemented, but merely wished to be notified.

Conclusion: Increased consultation does not appear required in the majority of cases. Given the increase in staff resources required at a time of fiscal restraint, increased consultation cannot be supported.

Item 5 - Name Change - Traffic Department

It was suggested that the Traffic Department change its name to the Pedestrian and Traffic Department. Pedestrians are considered to be traffic in the same way as vehicles, therefore this seems unnecessary.

Conclusion: Pedestrians <u>are</u> traffic. No name change is required.

Item 6, 7 and 8 - Signalized Pedestrian Crosswalks

Three suggestions were made that Hamilton implement a form of positive, signalized crosswalk. The Transport and Environment Committee has previously directed the Traffic Department to investigate this type of crossing device. Staff have spent considerable time in corresponding with other municipalities, investigating existing policies and undertaking research. The recommendation to the Transport and Environment Committee in regard to this item will be forthcoming very shortly.

Conclusion: A forthcoming report to the Transport and Environment Committee will address this issue.

Item 9 - School Guards at Traffic Signals

It was suggested that school guards might be considered for additional for traffic signal locations. Staff's position on the use of school crossing guards at signalized intersections has been well documented. School guards are a contradictory form of traffic control and are not recommended for use at traffic signals. As directed by the Transport and Environment Committee, a report was recently presented on the use of adult school crossing guards at signalized intersections, and also on the use of school-aged school patrols.

Conclusion: The recent report to the Transport and Environment Committee addressed this issue.

Item 10 - Flashing Caution Lights

It was suggested that flashing caution lights might be a valid use at certain intersections in certain neighbourhoods.

The use of flashing caution lights is warranted in unusual locations with very poor pedestrian or vehicular collision rates which cannot be controlled by other countermeasures. Flashing caution lights are in use in Hamilton at present. This type of

device is used sparingly, however, to maintain credibility to the driver, and a consistency of usage.

Conclusion: The present informal policy provides for the use of flashing caution lights where the collision history justifies.

Item 11 - Review of One-way Streets

A review of the one-way street system was suggested to assess the impact on pedestrian safety. The Traffic Engineering literature has documented clearly the advantages of one-way streets for both vehicular and pedestrian safety. The introduction of the one-way street system in Hamilton was found to reduce pedestrian collisions greatly, particularly because clear crossing gaps are created by one-way streets, and pedestrians only have to cope with traffic arriving from one direction. For example, at an intersection of two one-way streets, only two of the pedestrian crosswalks have vehicles turning through the crosswalk and at the remaining two, there is no conflict between vehicles and pedestrians as a result of turns on the red signal. A review such as requested is not recommended as the results will not find any contradiction with the known facts.

Conclusion: The one-way street system provides a positive safety environment, and the increased safety of one-way streets for pedestrian crossings has been documented.

Items 12, 13 and 14 - Speed Zones Adjacent to Schools

The report presented to the Transport and Environment Committee on 1991 October 22 covered this topic in great detail. In summary, reduced speed limits in areas of schools were found to have little or no potential to reduce pedestrian collisions in these areas.

Conclusion: The previous Transport and Environment Committee report (TEC-211-90) recommended against this measure.

Item 14 - Strict Enforcement of No Stopping Zones in School Areas

The most serious violators of No Stopping zones in school areas are the parents of the students themselves. This has been an continual and ongoing problem. Unfortunately, is often those who complain who are in fact the cause of the problem. While enforcement can have some effect at changing driver behaviour, it is generally effective only for a few days following an enforcement blitz. The Traffic Department does not have enough staff to enforce all of the No Stopping zones around all the 150 schools on a continual basis.

A supplementary approach to dealing with this problem would be to request that the principals of the schools with the No Stopping zone problems use the Home and School Association and newsletters to attempt to influence the parents.

Conclusion: Where possible increased enforcement of no stopping zones around schools will be provided.

Item 15 - Revised Changes in Roadway Environment

It was suggested that the roadway environment should be altered to re-route traffic away from residential neighbourhoods, especially those identified with high pedestrian collision rates. Generally, the Traffic Department concurs with this suggestion. The best way to attract traffic away from driving through the residential neighbourhoods is to provide quality service on the arterial roadway network. To do so means elimination of stopping during rush hours and of parking at other times, proper adjustment of traffic signals to provide good flow and construction modifications where necessary to ease turning movements. The Traffic Department and the Regional Engineering Department have ongoing programs of this nature.

Through traffic can also be discouraged from driving through neighbourhoods through the use of proper organization of stop signs and other methods. As a general pattern, all neighbourhoods with grid-pattern streets have two-way stop signs at every second intersection. Where serious through traffic problems have been identified, other measures such as road closures, one-way streets or extra signing have been undertaken. As individual cases are identified, the Traffic Department will attempt to work with the local neighbourhoods in continuing to reduce through traffic.

Key projects such as the Red Hill Creek Expressway and the Perimeter Industrial Road would have substantial impact in reducing arterial traffic volumes. Most arterials are residential streets.

Conclusion: The Traffic Department will continue to meet with and work with neighbourhood representatives and Ward Aldermen to discuss specific issues related to through traffic.

Items 16 and 17 - Visibility at Crosswalks

The crosswalks which are painted in Hamilton have small spherical glass beads implanted in the paint. This imparts night time reflectivity. The painted line and the reflectivity do fade somewhat during the winter, but the program of applying paint in Hamilton is designed to insure that the crosswalks are always visible.
Hamilton has used materials with longer wear characteristics than paint. The primary concern is whether the added durability justifies the much higher cost. These materials (tapes or plastics) are now used in Hamilton when conditions and economics dictate.

Conclusion: The rate of paint application is chosen based on wear, safety and economy. The rates of application will be reviewed regularly and adjusted if required. The types of materials used will be chosen based on safety and economics.

Item 18 - That Wheelchair Ramps Be Ridged

The Wheelchair Ramping Sub-Committee of the Committee for the Physically Disabled has recently undertaken a comprehensive review of the design of wheelchair ramps. The latest version of the wheelchair ramp design incorporates ridging but the ridging was primarily designed to assist the visually impaired in orienting themselves. The wheelchair ramp design does incorporate basic maximum slopes, both to assist the wheelchair in travelling

from the roadway surface to the top of the sidewalk and to assist people on foot.

Given the amount of time and effort expended on arriving at the present wheelchair ramp design, it is unlikely that the Committee would consider modifications at this point in time. If there are specific locations of older wheelchair ramps which need to be reconstructed to a modern standard, these could be brought to the attention of the Regional Engineering Department. If there are specific locations which are difficult to traverse in the winter, these could be brought to the attention of the Public Works Department.

Conclusion: These comments will be forwarded to the Ramping Sub-Committee.

PUBLIC WORKS DEPARTMENT ITEMS: RESPONSE (ITEMS IN SECTION C.6 OF ATTACHED REPORT "PEDESTRIAN SAFETY MEETING - ISSUES DISCUSSED")

The Public Works Department has responded to the two items which were discussed at the meeting which fall under their area of expertise.

Item 1 - Condition of Curbs and Sidewalks

Sidewalks are reconstructed or repaired under the City's annual reconstruction and maintenance programs which are administered by the Public Works Department. A Road Needs Study is undertaken annually in conjunction with the Ministry of Transportation to determine subsidy allocation. Each year, the Streets Division foremen walk all sidewalks within their district to prioritize the needs.

The maintenance program for spot replacement in problem areas is undertaken with the placements of asphalt caps on sidewalks concrete grinding and pneumatic pressure (pressure grouting) to eliminate hazards crated by differential settlement or heaving of the concrete slabs.

Since claims are handled through the Public Works Department, checks are in place to ensure that tripping hazards have been eliminated when claims have been settled.

Item 2 - Enforcement of Snow Clearing of Sidewalks and of Parking Lots at Malls.

The City enforces compliance with the Streets By-law 9329 concerning snow clearing in the following manner:

a) The foreman on duty investigates the violator twenty-four (24) hours after it has stopped snowing and issues a snow notice requesting the owner/tenant to clear the snow.

b) Twenty-four (24) hours later, if no fresh snow has fallen, he then checks to see if the violator has complied. If we receive additional snow, another twenty-four (24) hours must be given.

c) If the violator has not complied, the foremen will send a crew to clean up and

leaves another notice that the Corporation has cleared the premises of snow.

d) While investigating, if any other adjacent properties are not cleared, the foreman will enforce the By-law in the same manner.

An analysis of the number of problem locations handled by the Public Works Department indicates that the number is continuing to decrease. Therefore, staff's conclusion is that the message concerning prompt snow clearing is getting out and the vast majority of the eighty-three thousand (83,000) households are complying.

PEDESTRIAN SAFETY MEETING - ISSUES DISCUSSED

A. NOT SPECIFICALLY RELATED TO PEDESTRIAN SAFETY

1. (Henry Koeing, 50 Rivercrest Road). That a separation be made of motorists, pedestrians and bicyclists with the use of bicycle paths.

2. (Hamilton Bikeways Citizen's Group; Bob Brown, 106 Birchcliff Cres., Wallace Parsons, 49 Chestnut Ave.) That Hamilton reassess present criteria for establishing one-way streets, with possibility of changes to existing network. Should be structured so as to minimize ad hoc designation that is presently demonstrated.

3. (Hamilton Bikeways Citizen's Group). The implementing of a higher proportion of time related turn prohibitions to replace a large number of prohibitions now in effect.

4. (Hamilton Bikeways Citizen's Group). That turn prohibition signage be more consistent in form, for example, "No Left Turn", "Right Turn Only".

5. (Hamilton Bikeways Citizen's Group). That Hamilton replace existing street name signs along major arteries with larger self-illuminated signs which incorporate street numbers, should be placed at all four corners of intersections, close to the curb, and on separate standards. Signs at all intersections should be placed at each corner of the intersection.

6. (Hamilton Bikeways Citizen's Group). That traffic signals be altered to take into account the realities of each intersection, especially the more complex ones.

7. (Hamilton Bikeways Citizen's Group). That a study begin immediately of the best way to incorporate computer control of all traffic signal lights.

8. (Hamilton Bikeways Citizen's Group). That all studies and projects involving traffic include bicycles among those aspects to be considered. This includes the already recommended study of one way streets and stop signage, and signals.

9. (Hamilton Bikeways Citizen's Group). That Council adopt a policy of establishing a network of Class III Bikeways throughout the city, and Class II Bikeways where possible on major arteries, along with construction of protected Class I Bikeways connecting recreation areas and major city areas. (Mountain-Downtown).

10. (Hamilton Bikeways Citizen's Group). That a representation to the Government of Ontario to amend the Highway Traffic Act so as to fully integrate the bicycle and cyclist into those areas where it has jurisdiction.

11. (Hamilton Bikeways Citizen's Group). That the above pay special attention to incorporating the Bicycle into the present system of operator licensing including the point system, thus making law enforcement more meaningful.

12. (Hamilton Bikeways Citizen's Group). That representation to the Government of Ontario make the operation of any vehicle on any pedestrian walkway an offence under the Highway Traffic Act, except as exempted by Municipal By-law.

13. (Hamilton Bikeways Citizen's Group). That the City hire a full-time paid Cycling Co-ordinator to co-ordinate these and other recommendations to act as liaison between City Hall and the General Public.

14. (Hamilton Bikeways Citizen's Group). That the City of Hamilton promote thorough education, the adoption of safe cycling practices, including the use of appropriate safety equipment and adherence to rules of the road, as laid out in the Highway Traffic Act.

15. (Hamilton Safety Council; Bernice Price). That there be more enforcement of bicycle and skateboard laws. (education). Publicize the Department of Culture and Recreation's locations for skateboarding.

16. (Hamilton Safety Council). That an education blitz be focused on drivers who weave in and out of traffic and to stop drivers from going through yellow lights and even red lights.

17. (Hamilton Council of Home and Schools Association; Margaret Campbell, 58 Purvis Drive, President). Policy Statement: Therefore be it resolved that OFHSA adopt the policy that all cyclists age five years and older, and passengers transported in bicycle mounted child carriers be legislated to wear bicycle helmets.

18. (Hamilton Council of Home and Schools Association). Policy Statement: Therefore be it resolved that OFHSA adopt a policy that bicycle safety helmets should be CSA approved.

19. (Marc Mochon, 50-422 Cathcart St). That there are too many traffic signs in the City.

20. (Marc Mochon). Suggested the use of speed bumps on public streets as is the case in Windsor and Drummondville, Quebec.

21. (Marc Mochon). That there is a parking problem downtown.

22. (Hamilton Council of Home and Schools Association). More on-site parking need in areas of conversions of single family dwellings. Issuance of permit-parking only.

B. NOT GENERAL POLICY (SITE-SPECIFIC)

1. (Ken Hawkins, 79 East 33rd St.). Problems that elderly and disabled people are encountering in crossing Concession Street to access I.G.A. That a crosswalk be seriously considered.

2. (Home and School Association at Dalewood School; Marlene Gibson, 91 Haddon Avenue N., President). That the parents at Canadian Martyr's School have concerns with the 70 km/h speed limit on Main Street within an area where 5 schools exist. Speed limit on Main St. between Cootes to Dundurn should be 50 km/h.

3. (Bruce Rosbrook, 105 Cumberland Ave.). Concern over excessive speed limits on Cumberland Avenue as a result of a four-way stop intersection at Sherman Avenue and King Street. That sidewalks are present on only one side of the road. That speed limit signs be posted along Cumberland and that one-way streets be changed to allow two-way traffic.

C. PEDESTRIAN AND POLICY-RELATED ISSUES

C.1. Education/Enforcement (H.W.R.P.D. to respond)

1. (Hamilton Auto Club, Ron Smith). That if money is to be spent, it should go to the Police Department so they can have a greater presence in schools and provide more traffic safety lessons to the students.

2. (Hamilton Bikeways Citizen's Committee). That the Hamilton Safety Council and Hamilton Police undertake an extensive public education program, and that such a program be included as part of Driver Education.

3. (Hamilton Bikeways Citizen's Committee). That police lay more emphasis on jay-walking law enforcement and be prepared to lay charges more often. Charges and ensuing court cases receive more publicity in the media.

4. (Hamilton Safety Council). That there be an education blitz to re-educate the public, particularly seniors in the safe way to use the lights and push-buttons to control traffic at certain intersections. Also educate drivers.

5. (Hamilton Council of Home and Schools Association). That the education of students, parents and the public as to the role of the school crossing guard must be a priority especially at beginning of school year e.g. a media blitz at the end of summer.

6. (Hamilton Council of Home and Schools Association). That speed limits must be strictly enforced throughout the City along with no-stopping zones especially in school areas.

7. (Hamilton-Wentworth Department of Health Services; Kim Shephard). Need to provide more police surveillance and ensure enforcement of speed limits within the region.

C.2. (Enthusiasm) Group Dynamics (Forward to C.O.R.T.)

1. (Hamilton-Wentworth Department of Health Services.) The Hamilton-Wentworth Department of Public Health Services encourages the formation of community coalitions to address the child pedestrian injury problem in the six neighbourhoods.

2. (Community Services Branch of the Regional Police Dept.; Sergeant Stewart Jones). Encourage input into school education programs in order to get parents and all adults involved in the process. Hopes community co-operation will continue in a forum such as the public meeting presently being conducted and he will be willing to work with individuals or groups.

3. (Council on Road Trauma; Dr. Peter Knight, Chairman). Supports development of innovative programs which involve all segments of the community. Target groups should organize and seek funding for implementation of these programs. The Council on Road Trauma is willing to co-ordinate a meeting among groups.

C.3. Engineering (Traffic Department to Respond)

1. (Angela Maloch, 4 Beulah Ave., Wendy Moore Spors, 14 Miles Crt., Constance Wesley, 47 Beulah Ave.) That the Traffic and Police Department change priorities where vehicular traffic is second to that of pedestrian's safety and that the Traffic and Safety Department be responsible, responsive and respectful of citizens' concerns.

2. (Hamilton Council of Home and Schools Assoc.) The one area which needs improvement is the consultation process.

3. (Hamilton-Wentworth Dept. of Health Services). Need to increase communication between those who establish the traffic policies in this City and those whom they affect.

4. (Maloch, Moore Spors, Wesley) That the Traffic Department examine and improve its study methods, that neighbourhood groups be advised of any changes in their area, and that a pamphlet be developed to guide citizens with regard to traffic requests.

5. (Maloch, Moore Spors, Wesley). That the City Traffic Department change its name to the Pedestrian and Traffic Department.

6. (Henry Koeing). That signalized pedestrian crosswalks be implemented.

7. (Hamilton Bikeways Citizen's Committee). That Hamilton adopt the system of Pedestrian Cross-Walks as defined in the Highway Traffic Act and as now used in other cities, notably Toronto.

8. (Marc Mochon). That signed pedestrian crosswalks be introduced in Hamilton.

9. (Hamilton Council of Home and Schools Association). Traffic lights at heavily-used intersections may not be sufficient at peak hours (in school areas) and school crossing guards should be considered.

10. (Hamilton Council for Home and School Association). That the use of flashing caution lights at designated intersections may be valid in certain neighbourhoods.

11. (Hamilton-Wentworth Dept. of Health Services). Need a review of the one-way street and co-ordinated traffic control systems on these streets in order to assess their impact on the safety of pedestrians.

12. (Hamilton-Wentworth Dept. of Health Services). Incorporate speed zones to reduce the speed at which automobiles drive past schools.

13. (Hamilton Council of Home and Schools Association). That we consider the lowering of speed limits without impeding traffic flow.

14. (Hamilton Council of Home and Schools Association). That speed limits must be strictly enforced throughout the City along with no-stopping zones especially in school areas.

15. (Hamilton-Wentworth Dept. of Health Services). Need changes in the roadway environment such as rerouting traffic away from residential neighbourhoods, especially the six with the high rate of pedestrian injuries.

16. (Hamilton Safety Council). That there be better night time visibility at crosswalks. Keep well painted.

17. (Todd Harris, 415 Cannon Street E.). Informed those present that M.T.O. uses a glass bead/plastic composition mix for its' line painting which lasts 5 to 8 years. He suggested that the City look into this process for efficiency and effectiveness in the long-term.

18. (Hamilton Safety Council). That wheelchair ramps be ridged in order to prevent falls in rainy or slippery weather.

C.4. For the Consideration of the Board of Education

1. (Maloch, Moore Spors, Wesley). That the Board of Education broaden its responsibility regarding safety.

C.5. Forward to Hamilton Safety Council

1. (Hamilton Bikeways Citizen's Committee). That the Hamilton Safety Council and Hamilton Police undertake an extensive public education program, and that such a program be included as part of Driver Education.

2. (Hamilton Safety Council). That there be an education blitz to re-educate the public, particularly seniors in the safe way to use the lights and push-buttons to control traffic at certain intersections. Educate drivers as well.

3. (Hamilton Council of Home and Schools Association). That the education of students, parents and the public as to the role of the school crossing guard must be a priority especially at beginning of school year e.g. a media blitz at the end of summer.

C.6. Hamilton Public Works Department to Respond

1. (Hamilton Council of Home and Schools Association). That sidewalks and curbs need to be in excellent condition at all times in order to be safe for pedestrians.

2. (Hamilton Safety Council). That there be proper enforcement of snow clearing of sidewalks. Also enforcement of malls to clear their sidewalks of snow as well as their parking lots.

Hamilton BIKEWAYS

1991 August 29

Ms. T. Agnello, Secretary
Transport and Environment Committee

Dear Ms. Agnello

Please see the attached copy of your report and the attached letter of August 7.

The Hamilton Bikeways Citizen Committee is particularly concerned over the judgement that the items in question (highlighted) are not only unrelated to pedestrian safety, but that this relationship itself should be grounds for not giving them consideration.

We would like to draw your attention to the original invitation to the April 8, 1991 meeting (attached) in which it is clearly stated that the subject under consideration would be **Pedestrian and Traffic Safety.**

We would like your response to this letter prior to September 6, 1991 and in sufficient time to allow us to prepare for an appearance before the Transport and Environment Committee.

Thank you for your attention with this matter.

Sincerely

Bob Brown, Chairman
Bikeways Citizen
Committee
522-6611 (business)
385-3351 (home)

Wally Parsons, Vice Chairman
Bikeways Citizen Committee
549-8123 (home)

c.c. Alderman H. Merling, Chairman, Transport and Environment Committee
Alderman B. Hinkley, Chairman, Pedestrian Safety Meeting
M. Main, Director of Traffic Services
R. Sugden, Director of Culture and Recreation
Attention: Shelley Merlo Orzel

Friendly and Fun!
THE CITY OF HAMILTON
DEPARTMENT OF
CULTURE AND RECREATION

PEDESTRIAN SAFETY MEETING - ISSUES DISCUSSED

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THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

Fax No. (416) 546-2419
Tel No. (416) 546-4510

1990 December 4

Citizens Bikeway Committee
c/o Shelly Merlo-Orzel
Culture and Recreation Department
City Hall
Hamilton, Ontario

Re: Public Meeting Regarding Pedestrian and Traffic Safety

Dear Madam:

The Transport and Environment Committee of Hamilton City Council has directed that a public meeting be called regarding pedestrian and traffic safety in Hamilton. The purpose of the public meeting is to review policy issues related to overall safety rather than concerns related to specific locations or neighbourhoods in the City.

At this time, we are requesting written submissions from various groups, which would reflect their experience, concerns and suggestions and which can be presented at a public meeting to be held early in 1991. Following the public meeting, the presentations will be summarized and presented to the Transport and Environment Committee for further direction.

We welcome and encourage your organization to prepare a written submission regarding any proposal to improve city-wide traffic policies. Please notify Mr. Marty Hazell, Manager of Community Traffic Services, at 546-4588. Your organization will be notified of the details of the public meeting as soon as they are available.

Thank you for your interest in this matter.

Yours truly,

Brian Hinkley

Alderman Brian Hinkley, Chairman
Pedestrian Safety Meeting Group

MH/ca

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4
TRAFFIC DEPARTMENT

Fax No. (416) 546-2419
Tel No. (416) 546-4510
TDD:No. (416) 546-2448

SEP 09 1991

1991 September 6

Mr. Bob Brown
Chairman, Bikeways Citizen Committee
106 Birchcliffe Crescent
Hamilton, Ontario
L8T 4K8

Dear Mr. Brown:

Your recent letter to Ms. Agnello regarding the April public meeting topics was forwarded to this department for response.

There may have been a lack of complete communication. As originally published, the public meeting title was as per the letter you received on 1990 December 04, "Pedestrian and Traffic Safety".

At the Transport and Environment Committee meeting of 1991 March 18 the scope of the public meeting and its topics were discussed. The Committee discussed the issue and raised concerns about broadening the scope of the public meeting from pedestrian safety to include vehicular traffic. At the conclusion of the discussion, Alderman Hinkley advised the Committee that "the public meeting is to review and discuss general policies regarding traffic problems related to pedestrian safety only".

Some of the items contained in the Bikeways Citizens' Group presentation are extremely broad in scope, with pedestrian safety not the primary issue. These items would take extensive efforts to fully investigate. This was one of the concerns expressed by the Transport and Environment Committee when debating the scope of the public meeting. If such investigations were undertaken, limited staff resources would be diverted from present tasks which have immediate public safety and efficiency impacts. We hope this clarifies the position of the Transport and Environment Committee and explains the reason why the Traffic Department report of 1991 July 22 could not respond directly to some issues raised by the Bikeways Citizens' Group. If any confusion has occurred as to the mandate of the public meeting, we hope this has not caused you major inconvenience.

We thank you for your continued interest in public safety and pedestrian safety in Hamilton and look forward to hearing your response at your appearance before the Transport and Environment Committee.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

MFM/ds

cc: Alderman H. Merling
Chairman, Transport and Environment Committee

cc: Alderman B. Hinkley
Chairman, Pedestrian Safety Meeting

cc: Miss T. Agnello
Secretary, Transport and Environment Committee

COUNCIL ON ROAD TRAUMA
HAMILTON WENTWORTH

224 James St. S.
Hamilton, Ontario L8P 3A9
Telephone (416) 528-7149

SEP 2 2 1991

August 23, 1991

Alderman Merling
Chairman
Transport & Environment Committee
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8P 1H4

Dear Alderman Merling:

The Council on Road Trauma Hamilton-Wentworth convened a meeting of presenters to the Pedestrian Safety meeting held at your committee's request and chaired by Alderman Hinkley on April 8th, 1991. This meeting took place on August 21st.

I have enclosed a copy of the minutes of that meeting. This will be the formal reply on behalf of the Council on Road Trauma to Mr. Main's response paper. Mrs. Wendy Moore Spors submitted her own response and is not in agreement with all aspects of this meeting's report.

We would welcome the opportunity to be present and answer any questions that your committee may wish to address to the delegation.

cont'd /2

Officers
Chairman: P.R. Knight, M.D.; Vice-Chairman: R.J. MacBride, M.D.; Secretary: R. Liebersbach;
Treasurer: J.N. Allan, C.M.A.; Administrative Officer: B. Maragno

We are very delighted at your positive invitation to citizens to become involved. We agree that citizens should be involved and can in fact contribute very positively and in a cooperative and appropriate way.

I congratulate your committee again and thank them for their interest and concern and look forward to meeting with you and discussing further the possibilities of the formation of a Citizens Coalition for Pedestrian Safety.

Kind regards.

Yours sincerely,

P.R. Knight, Ch.M., F.R.C.S. (C)
Chairman

PRK/cb

DRIVE-DRY

PEDESTRIAN SAFETY MEETING

HELD AT BENNETTO COMMUNITY CENTRE

AUGUST 21, 1991 AT 7:00 P.M.

AGENDA

1. Purpose of Meeting.
2. Introduction of Participants.
3. Review of Mr. Main's Response to the Public Comments of the Pedestrian Safety Meeting (TEC 89-91).
4. Modus Operandi of Citizens Pedestrian Safety Group.
5. Future Meetings.

PEDESTRIAN SAFETY MEETING

HELD AT THE BENNETTO COMMUNITY CENTRE

AUGUST 21ST AT 7:00 P.M.

PRESENT:
Dr. Peter Knight
P.C. Scott Rastin
Ms. Kim Sheppard
Ms. Wendy Moore Spors
Ms. Gail Swartz
Mr. & Mrs. Baxter

The meeting was called to order at 7:00 p.m. The agenda was approved as suggested.

1. Purpose of Meeting.

a) To respond to stated wishes of participants at the public meeting held on April 8, 1991 in the Hamilton City Council Chamber.

The meeting discussed the format of the public meeting and expressed their appreciation to the Transport & Environment Committee for suggesting that such a meeting should be held and to Mr. Hinkley chairing that meeting. It was also appreciated that staff had produced an excellent working paper in relationship to their activities and the problems of pedestrian safety in our community. Many different presentations were made at the open meeting and a strong feeling was expressed at that time that the interested people involved should have the opportunity to meet on further occasions to explore some of their own very positive suggestions and explore their concerns. The feeling was that citizens on many occasions could really significantly contribute to the safety of our community and that their thoughts, initiatives and suggestions should be taken seriously. To this end the Council on Road Trauma offered to host a meeting later in the year and this constitutes such a meeting.

Invitations were sent to all of the participants who attended the Council Chamber meeting on April 8th. The relatively few people present at this meeting reflected the holiday season rather than the lack of interest of the previously concerned participants. The original letter sent by the Council on Road Trauma was responded to very favorably and positively by the majority of the people circulated.

1. Purpose of Meeting. cont'd

b) Explore the interest of citizens in forming a coalition to assist and work with the Transport & Environment Committee of the Region and the Hamilton-Wentworth Regional Police to focus on pedestrian safety problems.

As outlined in a) above it was apparent that many citizens felt very positively that they could contribute and work with both the police and the city on behalf of highway safety and in particular pedestrian users. Because of the interest and concern of these people and the feeling that they could, in fact, materially assist this meeting formally endorsed the concept of formation of a coalition. It was not felt that this should be in an adversarial role but it should be identified as a very positive, cooperative group who could assist staff and police for their own as well as other citizens who used our highways. It was also felt that the group could be the spokesperson for other citizens who wish to approach specific problems and these could be screened and focused and brought to the attention of the appropriate staff or committee. It was also hoped that the staff and police would use this coalition group in a positive way to help communicate with other citizens and involve appropriate people to work with the public sector groups concerned.

c) To respond to Mr. Main's circulated report with staff conclusions.

This will be dealt with under Item 3.

d) Under "others".

It was considered that specific target groups should be identified such as young people under the age of 15, older people over the age of 60, the blind or handicapped etc. It was also felt that each of these specific areas could be assisted by a specific sub-group to deal with their issues.

2. Introduction of Participants.

Each member present identified their interest and involvement in the activities, what their background skills were and how they felt they could contribute to the on-going development of the coalition.

3. Review of Mr. Main's Response to Public Comments Regarding the Pedestrian Safety Meeting (TEC 89-91).

a) General Comments.

Appreciation was again expressed to the city for making this report available to the people who had made the presentations and for asking for their comments. Again it was stressed that cooperation between the public sector and the citizens should in no way be adversarial. The citizens did not wish to appear as a lobby group but rather as an active, concerned, sensible and intelligent group whose interests were the same as those of the staff, city, politicians and police. It is in that spirit that the review was made of the Director of Traffic Services response to the public comments made at the April 8th meeting. The citizens who presented at that meeting were congratulated on the excellence of their presentations and the thoughtful and very positive suggestions that they had advanced. It was felt that their presentations all fitted in with our current concept of cooperative concern.

The group considered that the Hamilton traffic flow is outstanding. That our one-way streets and synchronized lights certainly speed traffic. As a result it is very easy for pedestrians to feel that they are only incidental to the prime concern which appears to be that of movement of traffic. The comments that "although only 6% of motor vehicle crashes involve pedestrians, therefore there is no need for real concern" was considered a very significant concern to this group. Although the statement may be correct it should be recognized that of the 27 fatalities in 1990 (Hamilton Wentworth Regional Police Report) seven of these were pedestrians. Pedestrians are in fact very vulnerable and when struck by a motor vehicle receive very significant and usually severe injuries as is shown by the fatality rate. The segment of the highway user, therefore, that needs most protection is that person who is most at risk to be injured even by relatively minor collisions. Pedestrians need our utmost protection and plans for their safety. Highways are necessarily used by cars, trucks, bicycles and motorcycles and finally people. It should also be remembered that every person who drives a vehicle ultimately is also a pedestrian. They are highly vulnerable and need maximum protection that can be afforded. This is important from the point of view of the health care service, the emergency services and the hospitals, to say nothing of the families and the working community which all suffer as a result of pedestrian injuries. Specific items will now be addressed under headings of the report.

b-1) Item 1. Traffic and Police Department Priorities.

The fact that the Traffic & Environment Committee has suggested this public meeting for citizens to express their concern regarding pedestrian safety was felt to be important and an identification of some priority felt by the political body. Every injury and fatality concerns every part of our community and it is correct that a motor vehicle occupant that is injured is no different in importance from a pedestrian who is injured. The Traffic Department should be commended for its concern regarding safety of pedestrians and its identification of locations with high pedestrian collision problems for which engineering countermeasures could be implemented.

The conclusion of the coalition group was that no single highway user was more important than others and that every step should be taken to protect pedestrians and all other users as is the commitment stated by the Traffic Department.

b-2) Items 1, 2, 3 and 4. Consultation Process.

The first item under this was communication. This was considered at some length and it was agreed that communication between the city staff and the public was essential. There was no desire for the energy or financial resources of the Traffic Department to be wasted in useless communication but when changes may occur (eg by-laws), it was felt important that citizens should be made aware of this. The coalition could be a vehicle for communication. Citizen concerns could be passed to the Traffic Department and vice versa. The coalition could be responsible for carrying out and disseminating information that was important from either the Traffic Department or the police.

In regard to the preparation of a pamphlet there was some concern as to who would get it, who would read it, what it would cost and what value it would have. The point of the request for a pamphlet was for citizens to know who they could contact in the city or Region when they had concerns regarding pedestrian or other highway safety aspects. If the coalition were to form and to be recognized as a spokesperson for the citizens this could be the referral point and a suitable channeling of requests and information and concerns could be then passed through this coalition to the appropriate members of the Traffic Department. This would certainly improve communication and such communication and exchange of ideas could be very beneficial to all.

b-3) Item 5. Name Change - Traffic Department.

The coalition agreed that all highway users could be called traffic and there was no need to be more specific regarding any one segment of the highway user population. Traffic Department certainly covered the total picture.

b-4) Items 6, 7 and 8. Signalized Pedestrian Crosswalks.

The suggestion was made that Hamilton implement a form of positive signalized crosswalks. It is appreciated that the Transport & Environment Committee are discussing this matter and therefore the coalition does not wish to make any detailed comment upon it. However we already have traffic signals that are poorly understood in regard to pedestrian usage. Nobody seems to take any notice of them currently. People do not cross highways at signalized intersections and jaywalk freely without any penalty or police enforcement of anti-jaywalking by-laws or highway traffic acts. There is a very considerable opportunity here to educate the public in regard to the correct usage of signalized crossings at the present time, how they should be used and that pedestrian lights should be as important and obeyed in the same way that traffic obeys the signals. The coalition would take leadership in this educational role.

b-5) Item 9. School Guards at Traffic Signals.

The statement that "school guards are a contradictory form of traffic control and are not recommended for use at traffic signals" was a source of concern.

The traffic signal is the controlling device for traffic flow. The school guard when placed in the area of a busy intersection with traffic signals is not in any way to contradict or countermand that traffic control signal but to make sure that it is obeyed by the pedestrians and that the highway is cleared appropriately by the young people, speedily and safely as the light dictates. We do not consider that school guards in the neighborhood of traffic signals are contradictory but are a beneficial aspect of safety for the particularly young people crossing at that particular site.

b-6) Item 10. Flashing Caution Lights.

The coalition felt sure that the Traffic Department were concerned and would use flashing caution lights appropriately where collision history justified such a usage.

b-7) Item 11. Review of One-way Streets.

The coalition on the whole felt that the one-way streets in Hamilton certainly did have very positive safety aspects from a pedestrian point of view. This would be greatly improved if pedestrians were more considerate of their timing of crossing highways and crossed only at signalized areas of the downtown and did not wander across the roads at any place. This again could be an important area for education by the coalition in association with the police and Traffic Department.

b-8) Items 12 and 13. Speed Zones Adjacent to Schools.

There are many jurisdictions elsewhere that have 15 mph speed zones in the region of schools during the school year. Just as school buses have flashing signals and motorists obey them, a number of the coalition felt that motor vehicle drivers would obey the speed limits in school areas. This has been the experience of coalition members who have lived in such jurisdictions. Occasional police enforcement in such areas rapidly brings this to the attention of motorists and there can be no doubt that vehicles traveling at 25 kph have a very considerably greater opportunity to prevent collisions with young, excited children leaving or going to school. We would hope that with consultation and consideration that this matter might be readdressed.

b-9) Item 14. Strict Enforcement of No Stopping Zones in School Areas.

Concern was expressed that "those who complain are in fact the cause of the problem". Admittedly this matter requires education and the use of school association and newsletters and even teachers to patrol those areas and bring to the attention of parents who might be abusing them the dangers that they are putting their children in. There are many ways in which this could be effectively done and the coalition feels that this would be a task that they could well handle very positively.

b-10) Item 15. Revised Changes in Roadway Environment.

The statement that "the Traffic Department will attempt to work with the local neighborhoods in continuing to reduce through traffic" was felt to be very important. Again citizens could be most helpful in working with the Traffic Department to identify these areas and even to assist in reducing the traffic flow through them. The coalition welcomes the concept of the Traffic Department meeting neighborhood representatives and discussing these issues with them.

b-11) Items 16 and 17. Visibility at Crosswalks.

The utilization of paint in making the areas of pedestrian crossings more visible is obviously very important as is the adequate and appropriate lighting of such areas. For the safety of both drivers and pedestrians this latter point is most important and could be the basis of further discussion.

b-12) Item 18. Wheelchair Ramps be Ridged.

Wheelchair ramps are important to the blind and for those who are using wheelchairs. Ridging is important and the coalition was grateful for the statement that the comments made would be forwarded to the ramping sub-committee. In the same manner it was questioned as to whether auditory tones at crossing zones in certain main downtown areas such as exist in the region of the C.N.I.B. might not be valuable to those who are visibility impaired. Sign posting of hospital areas, nursing home areas, areas where hearing impaired people were working or living could also be important additional items in this regard.

4. Modus Operandi of Citizens Pedestrian Safety Group.

A brief discussion was held in regard to the role and the possible terms of reference of such a group. It was felt that at this time with only so few people of the original invitees being present that no definite suggestions should be entertained. There was a further statement made that the group felt that a coalition was important, that it should be one offering cooperation and participation and be of use and value to the public sector staff and to the police. We would welcome a response from the Traffic & Environment Committee and from the Traffic Department regarding this relationship.

5. Future Meetings.

The group agreed that it was important for a delegation to present their views to the Transport & Environment Committee. Such a request will be forwarded with this response. If the delegation is invited to the committee meeting, previously invited members of the citizens group will be informed and hopefully will also be in attendance. Following the Traffic & Environment Committee meeting a further meeting of the specific invitees as well as any other interested persons will be called should this seem appropriate and warranted. **Meeting adjourned 8:30.**

SEP 13 1991

September 9, 1991

Tina Agnello, Secretary,
Transport & Environment Committee,
City Hall,
Hamilton, Ontario.
L8N 3T4

Dear Ms. Agnello;

Enclosed please find a copy of our group's comments regarding the report of the Director of Traffic Services dated July 17, 1991.

Would you please also accept this cover letter as our request to make a presentation to the Transportation & Environment Committee in order to clarify our written comments and answer any questions that they may have.

Should you have any questions, please feel free to contact Wendy at 522-4172.

Sincerely,

Wendy Moore Spors

Encl.

cc: Alderman Merling, Chairman, Transport & Environment Committee
Alderman Hinkley, Chairman, Pedestrian Safety Meeting
Members of the Transport & Environment Committee

CITIZENS RESPOND TO THE TRAFFIC
DEPARTMENT'S REPORT ON
PEDESTRIAN SAFETY

Item 1. Traffic & Police Department Priorities.

We find the statement: "pedestrian collisions make up only 6% of all motor vehicle collisions occurring in Hamilton." extremely misleading. A recent Police Department Study shows that this 6% makes up over 25% of all fatalities in the region. The pedestrian needs **extra** protection!

We also feel that it is a shame that the Traffic Department has chosen not to respond to the public's perception that the Traffic Department's priorities are with vehicular traffic and not with pedestrian traffic. **A little public relations could go a long way to clear up this perception, if it is indeed wrong.** The Traffic Department could explore opening up a dialogue with citizens to see if simple changes in procedure, when dealing with safety requests, could improve the public's understanding of its priorities.

Items 1,2,3 and 4. Consultation Process

We are delighted that the Traffic Department is prepared to undertake the preparation of a pamphlet. The idea of the pamphlet was to help citizen's through the maze of City Hall when they have a Pedestrian Safety Concern. We would like to suggest that the Traffic Department only undertake this task if it is willing to sit down with community members or a Pedestrian Coalition to get an understanding of what needs to be addressed in a pamphlet. Without such discussions it would be highly unlikely that the project would meet the needs of someone who has a traffic concern.

With regards to the change in operating procedure to notify affected residents of by-law changes, we are disappointed that the Traffic Department did not come up with some alternatives such as notifying schools or posting notices in public places. We have personal knowledge of one situation when the lack of notification meant that the city had to bear the expense of reversing a change which would never have been approved had the Traffic Department at least notified the school principal for his input. Again, the Traffic Department has missed the point that neighbourhoods know best how changes will affect them and their children.

We would also like to ask why the Traffic Department has chosen not to respond to C.3: "That the Traffic Department examine & improve its study methods" although they have delegated it as being something they would. The Department should at least deal with the perceived notion that their studies do not reflect what citizens see happening in their neighbourhoods.

Item 5. Name Change - Traffic Department

We can understand the Traffic Department's reasoning on this point but as in Item 1, they have not addressed the public's perception that the Traffic Department places more emphasis on Vehicular Safety than on Pedestrian Safety.

Item 9. School Guards at Traffic Signals

Once again the Traffic Department has shown that it is unable to change or modify its position. The public, the politicians, the police department and even the HSR believe that the use of School Crossing Guards at Traffic Signals is a positive protective measure for our children. **The Traffic Department should be required to show to ordinary citizen's how it is that the "School guards are a contradictory form of traffic control".** Our understanding is that school guards at traffic lights are only to assist children to cross intersections **with** the light and **not against** it. If there are any guards crossing children in contradiction to the lights then they had better get proper training **from the Traffic Department's School Crossing Guard Program** before children get hurt!

Politicians should be asking themselves why the Traffic Department continues to stubbornly hang onto this policy. If the real reason for this position is budgetary then put that out on the table, we are sure that the ordinary citizen can understand a position based on fiscal restraint better than one with no basis at all.

Item 14. Strict Enforcement of No Stopping Zones in School Areas

The Traffic Department's Statement that "Unfortunately, (it) is often those who complain who are in fact the cause of the problem." is an **inflammatory statement** and we demand that they back this up with proof or retract with an apology. As three of those citizens who have complained about this problem many times we have to wonder when it was that we caused the problem.

Was it:

-On November 23, 1990 when our group organized a meeting of all concerned including the Traffic Department to try to attack the problem from all sides?
-In 1989/90/91 school years when we wrote article after article in our Home & School Newsletter making parents aware of the problem.
-In September of 1989 & 1990 and in the Spring of 1991 when we walked up to offending cars and explained the "No Stopping" to the drivers?
-During the 1990/91 school year when we spent hours at meet-the-teacher nights explaining to parents why they shouldn't stop in the zone?
-In the Spring of 1991 when we phoned delivery and taxi companies to explain to them about the "No Stopping" zone.

Surely it is time for the politicians to demand that the Traffic Department stop throwing about inflammatory statements and begin to work with people, or at least stop antagonizing them!
With regards to enforcement of the "No Stopping" zone it is asked that the Traffic Department at least respond to requests for increased enforcement when it has appropriate manpower.

Item 15. Revised Changes in Roadway Environment

Although our presentation made no reference to this subject we are pleased with the Traffic Department's conclusion.

Other Items not covered above.

No comment.

CONCLUSION:

Both the Transport & Environment Committee and the Traffic Department have an excellent opportunity here to make some positive changes which will not only make our city safer for pedestrians but also make the system more user friendly. Citizens want to be treated with respect and have their view points listened to. Citizens want to work with the Traffic Department not against it to help make Hamilton Safer for Pedestrians, especially for our children.

We suggest that the Traffic Department review its response/recommendations to the meeting of April 8, 1991 and address all the issues raised in a constructive, positive manner. We are sure that this department has many strengths. One of the best strengths, though, is to be able to examine one's weaknesses and turn them into strengths.

We wholeheartedly support the formation of a citizen coalition to **work with** a Traffic Department that wants to work constructively towards a safer Hamilton. Any citizen coalition on Pedestrian Safety should have members of both the Traffic Department and the Police Department as participants & the politicians should clearly state what their role should be (observation, participation, or the sharing of information or a combination). The only way things will improve is if we all work together.

Presenting Group:
"I think I know what the problem is,
let's discuss it."

Members: Wendy Moore Spors, Angela Maloch, Constance Wesley

E.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 August 14

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Greenhill Avenue and Monte Drive and Greenhill Avenue and Summercrest Drive - Intersection Control. [TEC-178-91]

RECOMMENDATION:

That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

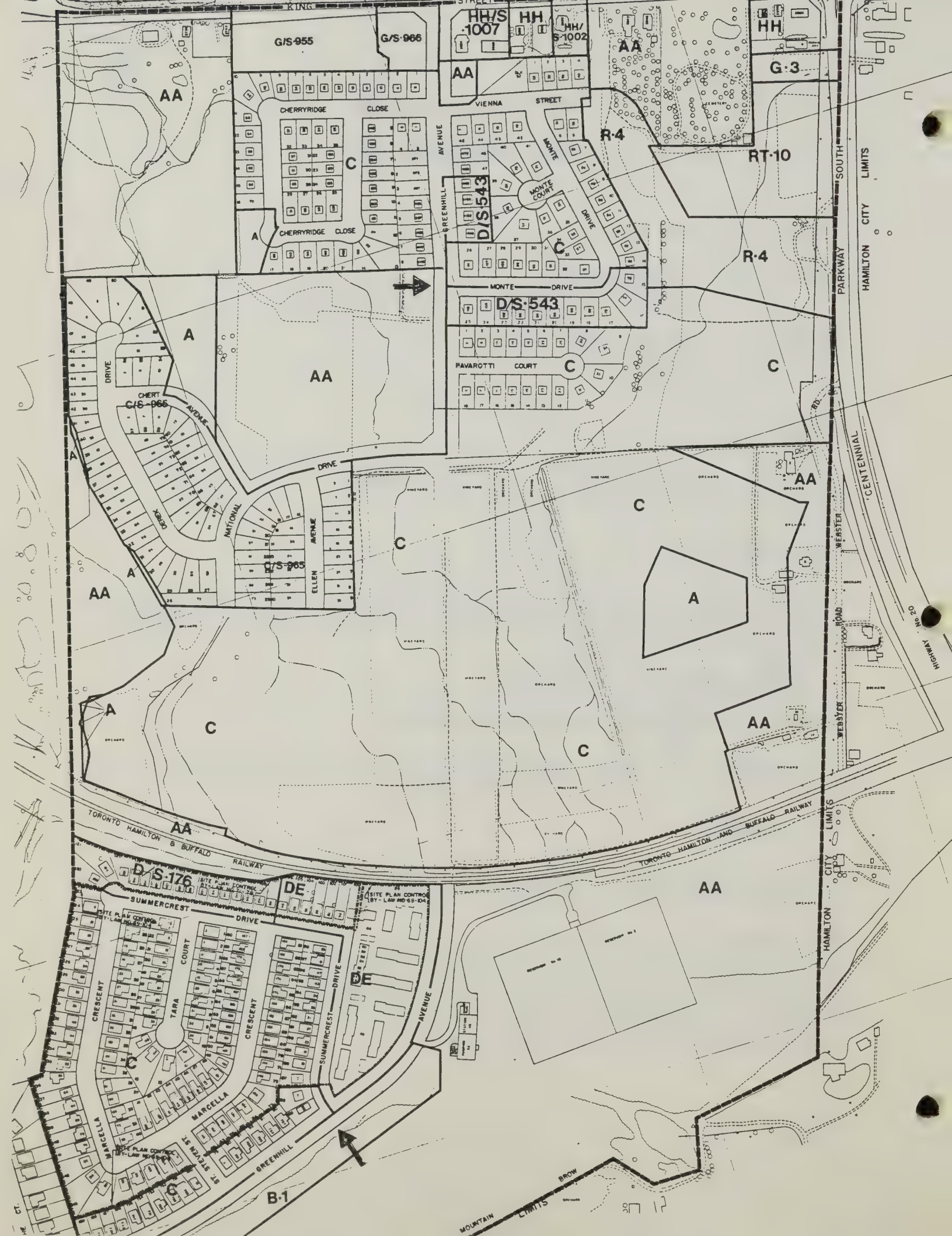
The installation of stop signs at the two locations specified would result in increased motor vehicle operating costs in the order of $120,000 per year.

BACKGROUND:

Alderman Dominic Agostino has requested that three-way stop control be implemented at the intersections of Greenhill and Monte and Greenhill and Summercrest.

Attached for the Committee's information are copies of reports TEC-200-89 and TEC-200A-89 respecting requests for stop signs on Greenhill Avenue. For the reasons outlined in these reports, the Traffic Department recommended that "no additional stop signs be installed on Greenhill Avenue at this time", and this recommendation was approved by the Transport and Environment Committee in October 1989. The Traffic Department's position respecting this matter has not changed.

Attach.


KING STREET
G/S-955
G/S-966
HH/S-1007
HH
HH/S-1002
AA
HH
G-3
VIENNA STREET
CHERRYRIDGE CLOSE
CHERRYRIDGE CLOSE
GREENHILL AVENUE
MONTE COURT
MONTE DRIVE
D/S-543
R-4
RT-10
SOUTH HAMILTON CITY LIMITS
PARKWAY
MONTE DRIVE
D/S-543
PAVAROTTI COURT
CHERT C/S-966
AVENUE
DRIVE
NATIONAL AVENUE
ELLEN AVENUE
C/S-965
CENTENNIAL RD.
WEBSTER ROAD
HIGHWAY No. 20
TORONTO HAMILTON & BUFFALO RAILWAY
TORONTO HAMILTON AND BUFFALO RAILWAY
CITY LIMITS
HAMILTON
D/S-176
SITE PLAN CONTROL BY-LAW 80-104
SUMMERCREST DRIVE
CRESCENT
COURT
TARA
MARCELLA
ST. STEVEN ST.
GREENHILL AVENUE
B-1
MOUNTAIN BROW
LIMITS

On 1991 September 24 at the 61st Annual Meeting of the Institute of Transportation Engineers (ITE) Mr. Gerry Forbes of the City of Hamilton Traffic Department received the Past Presidents' Award for Merit in Transportation. The ITE is an international organization comprised of traffic professionals whose purpose is to contribute toward the needs for mobility and safety in transportation.

The Past Presidents' Award for Merit in Transportation provides recognition for an outstanding accomplishment in transportation engineering by a nonstudent member of the ITE who has not reached his or her 35th birthday. The recipient must be a principal investigator in a independent and original research project and is selected by a panel of past-presidents of the ITE.

The project for which Gerry received this award is titled *Identifying Incident Congestion*. This project was initiated and completed as a requirement for a graduate course towards Gerry's Masters of Engineering degree. The project involved the development of a computer program that determines whether congestion on an urban freeway is caused by an accident/incident or demand exceeding roadway capacity by examining flow, density and speed recorded by sensors in the pavement surface. Since 50% of congestion on urban freeways is caused by accidents/incidents significant reductions in delay can be realized by identifying and removing accidents that cause the congestion. Moreover, a substantial decrease in the cost of operation can be achieved by replacing the existing manual monitoring system with an automated electronic system.

525 School St., S.W., Suite 410
Washington, D.C. 20024-2729 USA
Telephone: (202) 554-8050
Telex: 467943 ITE WSH CI
Fax: (202) 863-5486

INSTITUTE OF TRANSPORTATION ENGINEERS

June 25, 1991

Mr. Gerald J. Forbes, P. Eng.
24 Beaver Cres.
Brantford ON N3P 1H8
Canada

Dear Mr. Forbes:

Congratulations on your selection as the 1991 recipient of the Past Presidents' Award!

You are invited to attend the Institute's 61st Annual Meeting to be recognized as the recipient of the 1991 Past Presidents' Award. The award will consist of an inscribed certificate and a check for $1,500 US. The award presentation will be made at the Recognition Session scheduled for 9:45 a.m. on Tuesday, September 24, 1991 at the Milwaukee Exposition and Convention Center and Arena (MECCA) in Milwaukee, Wisconsin. Please meet prior to the Recognition Session at 9:30 a.m. in West 10 at MECCA.

I will also need from you a professional-quality, head-and-shoulder, color photograph of yourself no later than August 1, 1991.

We would like to publish a summary of your paper, "Identifying Incident Congestion" in the *ITE Journal*. If you have any illustrations which you believe would be beneficial in describing your paper, please send them to me no later than August 1, 1991. The Institute will send press releases to all major transportation engineering publications. Please let us know if you would like a press release sent to any local publications.

Again, congratulations. I look forward to your prompt response as to whether or not you will be able to join us in Milwaukee.

Best regards,

Thomas W. Brahms
Executive Director

cc: Kathy Harrington-Hughes

1991 Awards Program

Each year, the Institute of Transportation Engineers sponsors an awards program to honor outstanding achievement in transportation engineering and distinguished service to the Institute. The awards bestow international recognition upon the recipients and increase the public's awareness of the role and responsibilities of the transportation engineer.

You are encouraged to submit an entry or entries in the competition. Read the following awards descriptions to determine in which category or categories you should consider entering a nomination. If you have any questions about the awards, contact ITE Headquarters. Note that the deadlines for the awards vary.

Transportation Achievement Award

The Transportation Achievement Award recognizes significant and outstanding transportation achievements by entities concerned with transportation, such as governmental agencies, legislative bodies, consulting firms, industry, and other private-sector organizations.

Awards will be presented for outstanding transportation achievements in the categories of operations and facilities. The awards recognize an organization for one or more of the following: (a) development of an innovative concept in transportation planning, design, or operations; (b) the innovative application of a proven concept in transportation planning, design, or operations; (c) the implementation of a "difficult" transportation program through perseverance in its development and promotion; (d) a program or project having a significant effect on transportation; (e) a multifaceted transportation program or project, combining many innovative and/or well-applied concepts; or (f) a program or project promoting a major advance in the efficiency and/or economy of transportation.

The award winner will be presented a certificate at the ITE 61st Annual Meeting, to be held September 22-25, 1991, in Milwaukee, Wisconsin.

Procedure: Nominations (addressed to "Transportation Achievement Award 1991") should be sent to ITE Headquarters so as to arrive no later than **March 15, 1991.** The nomination should include a description of the achievement (a minimum of 5 doublespaced typewritten pages) and supporting material, including reports, newspaper articles, photographs, etc; total length of nomination, including supporting documentation, is not to exceed 20 pages. The manuscript should be submitted in original form, plus five copies.

Past Presidents' Award for Merit in Transportation

Open to any nonstudent member of ITE who has not reached his or her 35th birthday by April 30, 1991, the Past Presidents' Award is intended to encourage the conduct and reporting of independent and original research and to provide a means for recognizing outstanding accomplishments in transportation engineering. The recipient is selected by a panel of past-presidents of ITE.

Candidates must have conducted or been a principal participant in an original study or project in the field of transportation engineering. The study or project must have been completed within two years of April 30, 1991; may have been financed with public or private funds, by contract or not; may have been previously reported to another group or publicized elsewhere; and may be an expansion or revision of a paper that has been previously submitted to the Institute for this competition.

The award winner will receive an award certificate at the ITE 61st Annual Meeting, to be held September 22-25, 1991, in Milwaukee, Wisconsin, and a $1500 cash award. The winning paper will be published in an ITE publication.

Procedure: The manuscript describing the study or project shall be (a) no more than 20 doublespaced typewritten pages; (b) submitted in original form plus six copies; (c) accompanied by an abstract no longer than one doublespaced typewritten page; and (d) accompanied by a statement (attached to all copies) clearly indicating the candidate's relationship to the study or project in terms of design, conduct of the work, analysis of data, and authorship of the report. Entries should be addressed to "The Past Presidents' Award 1991" and sent to ITE Headquarters so as to arrive no later than **April 30, 1991.**

Student Paper Award

The purpose of the Student Paper Award is to encourage student members of the Institute to conduct and report on independent and original research and investigation of transportation engineering subjects and to provide a means for recognizing outstanding accomplishment in this area.

Any ITE member who was a student member sometime during the period May 1, 1989, and May 1, 1991, and who completed work providing a basis for the paper while a student member of the Institute is eligible for the award competition.

The award consists of a certificate to be presented at the ITE 61st Annual Meeting, to be held September 22-25, 1991, in Milwaukee, Wisconsin. The winning paper will be published in *ITE Journal*. The winner will also receive a $1000 cash award to help offset travel expenses to that meeting.

Procedure: The paper should be no longer than 15 doublespaced typewritten pages and should have only one author. It must cover a transportation engineering subject and be written in English. It must include a table of contents and a title page (including paper title, author's name, ITE District number, and mailing address/phone number

Monday, September 16, 19
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman D. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

Also present: Alderman F. Lombardo
Alderman M. Kiss
Mr. L. Sage, Chief Administrative Officer
Mrs. B. Price, Hamilton Safety Council
Miss Susan Wilson, Board of Education
Sergeant William Martin, Hamilton-Wentworth Regional Police
Mr. J. Pavelka, Public Works Department
Mr. D. Lobo, Public Works Department
Mr. R. Meiers, Public Works Department
Mr. M. Main, Traffic Department
Mr. G. Aston, Engineering Department
Mr. M. Watson, Property Department
Mr. D. Godley, Planning Department
Mr. V. Grupe, Planning Department
Ms. T. Agnello, Secretary

1. **DELEGATIONS**

1.1 **Public Meeting regarding a by-law for the stopping up and closure of:**

(a) The Road Allowances on Elgin Street from 90m North of Wilson Street to 45m South of Cannon Street, and on Kelly Street from 55m East of Mary Street to 60m West of Ferguson Avenue, and;

(b) The Alleyway South of Cannon Between Ferguson and Elgin Streets.

Mr. Aston explained that the road closures are proposed in order to implement a park plan which has been approved by the Finance and Administration Committee and Council.

Council approval to close the alleyway has been given but the alley has never been closed.

Fred Lee, Solicitor, and Brian Spratley, representing Carter Motors, were present.

Mr. Spratley suggested that staff review the road closures. Mr. Lee added that Carter Motors, which has land holdings in the area, has proposals for alternative developments.

Mr. Randal Blocock, Solicitor representing Lockwood Motors, was present. He advised the Committee that in 1986 his client commenced proceedings to have the alley closed and conveyed to Lockwood Motors at a nominal cost.

In the interim, the policy was changed to increase the fee charged for purchase from a nominal one to market value. Mr. Blacock requested the Committee to reconsider the closure of the alley in order that the land can be conveyed to Lockwood Motors.

Mr. Blocock added that the alley closure will limit his clients mobility since Ferguson Avenue will be the only access. He asked the Committee to reconsider the sale of 1/2 the alleyway to Lockwood Motors and requested that the Elgin Street closure be tabled.

Mr. Doug Wallace and Joseph Macaluso, members of the Pride Beasley Committee, were present to support the road and alley closures and the park plan. The park plan which has been approved by the Parks and Recreation Committee and Council is receiving funding from the PRIDE Program.

Mr. Macaluso added that the plan does not restrict movement of the businesses in the area. In addition, the alley has never been used as an access; it has been closed with a post fence. He opposes the sale of the alley which is necessary for the development of the park. Mr. Macaluso is opposed to any delays in this matter which may affect funding.

Mr. Joseph Messina of 127 Elgin Street was present in support of the road and alley closures.

Following discussion, the Committee resolved as follows:

That the matter of the roadway and alleyway closures be tabled pending a review between the department heads and those parties making presentations at this meeting and that report be brought forward to the next Transport and Environment meeting.

1.2 **Public Meeting regarding the stopping up, closure and sale of the portion of the North/South Alleyway at the rear of 34 Thorndale Street North**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 26, 1991, the Committee recommended to Council as follows:

(a) i. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close a portion of the unassumed alleyway at the rear of Number 34 Thorndale Avenue;

ii. That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

iv. That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

v. That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;

vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners;

vii. That the applicant provide an easement to Bell Canada for a pole line within the limits of the closure;

(b) Provided the Judge's Order to close the highway is granted:

i. That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s);

ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

1.3 **Trial Road Closure at Bay and Markland Streets**

Mr. Aston explained that the proposed trial closure is a result of direction from the Transport and Environment Committee. If approved, temporary barriers will be installed and a report will come back to Committee with results of the closure.

Isobelle Madrenich, of 80 Markland Street, was opposed to the trial closure because she felt it would add to the traffic problems.

Mr. Andrew Gates of 9 Hilton Street is opposed to the trial closure because he feels traffic will increase on Hilton Street as a result. He submitted a petition signed by himself and the residents of 8, 19 and 16 Hilton Street in opposition to the trial closure.

Mr. Kent Yokum of 311 Bay Street South was also opposed to the closure. He felt that the Traffic problem cannot be addressed by this closure.

John Ozos of 116 Markland Street was opposed to the closure and added that traffic will most likely worsen.

The Director of Traffic advised that the proposed closure will create a cul de sac with 10 homes fronting onto it.

Mr. Marvin Sheppard of 104 Aberdeen Avenue and the Chairman of the Durand Neighbourhood Plan Implementation Committee explained that this closure is a small piece in an overall traffic plan.

Trudi Ekvall of 292 Bay Street also supported the closure since it would direct through traffic away from Markland Street.

Carol Mason of 295 Bay Street explained that the Durand Neighbourhood Plan was adopted by City Council and that the trial closure of Markland Street is a small portion of this plan. She urged the Committee to approve the closure.

Alderman Agro felt that the closure is important in order to preserve the character of this historical neighbourhood.

Alderman Murray suggested a ban of left hand turns onto Markland Street during morning rush hours.

A discussion ensued regarding banning of turns onto Markland Street during rush hours and a proposal to introduce this matter at the Special Regional Engineering Committee meeting.

After discussion, the Committee resolved that the Regional Council be requested to take measures detailed as follows:

(a) That northbound left turns from James Street to Markland Avenue be prohibited between the hours of 7:00 a.m. and 9:00 a.m., seven days a week; and

(b) That the hours of one-way operation of James Mountain Road between James Street and West 5th Street should be altered from the present one-way operation between the hours of 4:00 p.m. and 6:00 p.m. Monday to Friday, to apply between the hours of 3:00 p.m. and 6:00 p.m. Monday to Friday.

2. ADOPTION OF THE MINUTES

The Minutes of the Meeting of Monday, August 19, 1991 were approved as circulated.

3. CITY SOLICITOR

3.1 **By-law to authorize the construction of Local Improvements of concrete sidewalks on the east side of Centennial Parkway between Hamilton/Stoney Creek City limits and Vineyard Road - $23,748.00**

As recommended by the City Solicitor in a report dated August 22, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize the construction of local improvements of concrete sidewalk on the east side of Centennial Parkway between Hamilton/Stoney Creek City limits and Vineyard Road.

3.2 **By-law to authorize the construction of Local improvements of concrete sidewalks on the south side of Limeridge Road between Upper Sherman and Hydro Right-of-Way - $43,300.00**

As recommended by the City Solicitor in a report dated August 22, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize the construction of local improvements of concrete sidewalks on south side of Limeridge Road between Upper Sherman and Hydro Right-of-Way.

4. DIRECTOR OF PROPERTY

4.1 **Former Public Works Yard, Mohawk Road East at Warren (Request from Green Homes Co-op Inc.)**

The Committee was in receipt of a report from the Director of Property dated September 10, 1991.

The Committee moved that no action be taken on the report.

4.2 **Disposal of 24 Residential Building Lots - Mohawk Road East at Warrren Avenue (former Public Works Yard) - Bud Sinclair**

As recommended by the Director of Property in a report dated August 29, 1991, the Committee recommended to Council as follows:

That upon receiving the final approval from the Ministry of Environment, the Real Estate Division of the Property Department be authorized to sell the twenty-four (24) building lots in the City's Wheten Court Plan of Subdivision on Mohawk Road East by the Public Tender Process.

4.3 **Settlement of Expropriation, Kee-Salvalaggio Ltd. Part of 480 Ryaml Road West**

As recommended by the Director of Property in a report dated September 6, 1991, the Committee recommended to Council as follows:

(a) That an Agreement to Accept Compensation executed by Anthony DiSilvestro, President of 800064 Ontario Inc. on August 8, 1991 and scheduled for closing on or before October 21, 1991, be approved and completed. This property which is required for the establishment of a roadway in Falkirk East Neighbourhood (Rymal Estates Subdivision) has a frontage along the northerly limit of Rymal Road West of 20.117 metres (66 feet) more or less, containing 5,620.5 square metres (1.388 acres) shown as Parts 1 and 2 on Expropriation Plan No. 440182 C.D. registered on December 18, 1987. The purchase price of $23,346.75 (including $745.75 tax adjustment), be charged to Account Number CH5X323 00107 (Reserve-City's Share of Services Through Unsubdivided Lands);

(b) That on closing of this transaction, the former owner agrees to pay to the City the sum of $3,000.00 to reimburse the City for a portion of the costs in carrying out this expropriation. This amount be credited to Account Number CH59050 30001 (Outside Recoveries);

(c) That prior to the payment of final compensation, the City shall receive:

i. from Kee-Salvalaggio Limited a Direction to make payments herein to 800064 Ontario Inc. and both from 800064 Ontario Inc. and from Kee-Salvalaggio Limited, a Deed together with a Full and Final Release, all executed under their respective corporate seals;

ii. the City's original Offer of Compensation cheque (with tax adjustments) of $45,945.75, or this amount shall be returned to the City, as the final settlement herein agreed to is for the total sum of $22,601.00, (plus the said tax re-adjustment of $745.75).

5. <u>DIRECTOR OF PUBLIC WORKS</u>

5.1 **Elimination of Grass from Household Garbage**

In response to a question, the Director of Public Works advised that he is not aware of any municipalities which have a total ban on grass in household garbage.

As recommended by the Director of Public Works in a report dated September 10, 1991, the Committee recommended to Council as follows:

That Regional Council be requested to introduce a comprehensive advertising campaign to promote the mulching and/or composting of grass as opposed to the gathering and bagging of grass clippings, thereby reducing the tonnage of garbage being picked up along with the household garbage, then being hauled to SWARU and/or the landfill site.

5.2 **Proposed Construction of an Independent Concrete Curb on Leaside Road (North Side) from Brighton Avenue to Dunn Avenue**

As recommended by the Director of Public Works in a report dated September 10, 1991, the Committee recommended to Council as follows:

(a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete curb on the north side of Leaside Road between Brighton Avenue and Dunn Avenue be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of forty thousand, eight hundred and fifty dollars ($40,850.), as provided in the 1991 portion of the 1991-1995 Capital Budget with a City share of forty thousand, eight hundred and fifty dollars ($40,850), and;

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project, and;

(c) That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

6. <u>COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES</u>

6.1 **King Street West, between Sterling and South Oval - Temporary Road Closure, September 13 and 14, 1991**

As recommended by the Commissioner of Tranportation/Environmental Services in a report dated September 12, 1991, the Committee recommended to Council as follows:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of D. Baird agent, for the Westdale Business Improvement Association (944 King Street West, Hamilton), to temporarily close the south parking lane on the King Street West road allowance between Paisley Avenue and Marion Avenue, from 10:00 a.m. Friday, September 13, 1991 to 12:00 midnight Saturday, September 14, 1991, and King Street West, between Newton Avenue and South Oval from 8:00 a.m. to 12:00 midnight on Saturday, September 14, 1991, subject to the following conditions:

(a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(b) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways and at the expense of the organizing group;

(c) That the applicant ensure the clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

(d) That the applicant provide proof of $2,000,000 public liability insurance naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interests, claims demands, costs, damages, expenses and loss;

(e) That the applicant reimburse the Regional Police, Transportation/Environmental Services, City of Hamilton, Traffic Department and any other agency for any actual costs incurred by these agencies as a result of this event;

(f) That no property owner or resident within the barricaded area be denied access to their property upon request;

(g) That all property owners and tenants along the closed portion of the route be notified of the festival by the applicant at least two weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

6.2 **1991 Servicing Expenditures Related to Subdivisions - Eastgate Heights Extension and Queenston Heights**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 5, 1991, the Committee recommended to Council as follows:

(a) That Section 11 of the Transport and Environment Committee Report, 12-90, adopted by City Council on 1990, September 25 which refers to the approval of the engineering schedules for "EASTGATE HEIGHTS EXTENSION, HAMILTON", be deleted and,

(b) That the following submitted schedules, be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in:

"EASTGATE HEIGHTS EXTENSION", HAMILTON

City's Share - NIL - Subdivider's Share - $46,595.71

Note: Schedules revised to include 7% G.S.T. on inspection fees.

"QUEENSTON HEIGHTS"

City's Share - NIL - Subdivider's Share - $177,088.00

(c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners;

(d) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and subdivision agreements have been registered;

(e) That in the event any Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

6.3 **Incorporating certain City lands into various streets by By-Law**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 6, 1991, the Committee recommended to Council as follows:

(a) That the following City lands be incorporated into the various streets as noted below:

Queen Victoria Drive	Part 11, Plan 62R-6257, and Block "AX", Plan M-192
Glen Forest Drive	Block "A", Registered Plan 1421, and Block "F", Plan M-62

(b) That the appropriate By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council;

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

6.4 **Proposed Home Improvement Centre - Roadway Improvements and Intersection Realignment East Side of Centennial Parkway at Arrowsmith Road**

The Mayor felt that some road changes are necessary but that they should not all be at the expense of the Developers.

The Committee moved to hear delegations on this matter.

Alexander Temporale, Architect, and Peter Plastina, Developer, were present in support of the proposal.

Mr. Aston advised that as a result of the development the road must be widened and an island is to be added. A by-law to authorize these works as well as an agreement for cost sharing will be brought back to the Committee.

Mr. Temporale explained that financing is a concern as well as the loss of 50 parking spots.

After discussion, the Committee forwarded the recommendation of the Commissioner of Transportation/Environmental Services in a report dated September 6, 1991 to Council for approval as follows:

(a) That the proposed roadway improvements on Centennial Parkway and Arrowsmith Road and the intersection realignment of Centennial Parkway and Arrowsmith Road, including the installation of traffic signals at this intersection required as a result of construction of a proposed commercial plaza on the east side of Centennial Parkway at Arrowsmith Road, be advertised in accordance with Section 301 of the Municipal Act;

(b) That Hamilton Home and Design Centre Incorporated be advised of this action.

6.5 **Rondar Inc. - PCB Destruction for National Slag Limited at 139 Windermere Road in Hamilton**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated August 13, 1991, the Committee recommended to Council as follows:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB destruction for National Slag Limited at 139 Windermere Road in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

7. **DIRECTOR OF TRAFFIC SERVICES**

Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to Council that City Traffic By-law 89-72 be amended as follows:

7.1 **Parking Regulations**

i. (a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Glencarry Avenue which commences at a point 114 feet north of King Street and extends to a point 61 feet northerly therefrom, be replaced with a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

(b) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation on the west side of Glencarry Avenue which commences at a point 124 feet north of King Street and extends to a point 51 feet northerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

ii. That an "Alternate Side Parking" regulation be implemented on Norfolk Street North between Main Street and Sanders Boulevard such that parking is prohibited:

(a) on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

(b) on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November.

iii. That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Crockett Street between East 34th Street and East 35th Street and on the south side of the street between East 35th Street and a point 118 feet westerly therefrom.

iv. (a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Milton Avenue from Barton Street to Myler Street be replaced

by a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and

(b) That the existing "No Parking" regulation on the east side of Milton Avenue commencing at a point 369 feet north of Barton Street and extending to a point 51 feet northerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m, Monday to Saturday" regulation; and

(c) That the existing "No Parking" regulation on the east side of Milton Avenue commencing at a point 104 feet north of Barton Street and extending to a point 93 feet northerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

v. That a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Friday" regulation be implemented on both sides of Delmar Drive commencing at a point 597 feet east of Columbia Drive and extending to a point 490 feet easterly therefrom.

vi. That a "No Stopping" regulation be implemented on the west side of Hess Street North, commencing at point 74 feet south of Peter Street and extending to a point 116 feet southerly therefrom.

vii. (a) That a "Permit Parking" regulation be implemented on the south side of Picton Street East between John Street North and Catharine Street North; and

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first ten eligible applicants residing on Picton Street East between John Street North and Catharine Street North.

viii. That the By-law authorizing the installation of parking meters on the north side of King William Street between John Street North and Catharine Street North be rescinded.

ix. That the existing "No Parking" regulation on the south side of Luscombe Street which commences at Upper Wellington Street and extends to a point 75 feet westerly therefrom be extended, such that the regulation commences at Upper Wellington Street and extends to a point 125 feet westerly therefrom.

x. That parking be prohibited on the east side of Southwood Drive between Fennell Avenue and the north curb line of Morningside Drive.

xi. (a) That a "No Stopping" regulation be implemented on the east side of West Avenue South commencing at King Street East and extending to a point 96 feet southerly therefrom; and

(b) That a "No Parking" regulation be implemented on the west side of West Avenue South commencing at King Street East and extending to a point 115 feet southerly therefrom.

xii. That the existing "No Parking" regulation on the south side of Maplewood Avenue which commences at Sherman Avenue South and extends to a point 50 feet easterly therefrom, be extended such that the regulation commences at Sherman Avenue South and extends to a point 127 feet easterly therefrom.

xiii. That a "No Parking" regulation be implemented on the west side of Lottridge Street commencing at a point 110 feet north of Clinton Street and extending to a point 105 feet northerly therefrom.

xiv. That "Permit Parking" signs not be erected on the west side of Railway Street between Cannon Street West and the northerly end.

xv. The following resolution was passed which does **not** amend By-law 89-72:

> That no action be taken regarding the petition for a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation to be implemented on portions of Freeman Place and Mountwood Avenue.

xvi. That the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the south side of Napier Street between Pearl Street and Wellesley Street, be shortened such that the regulation commences at Wellesley Street and extends to a point 36 feet easterly therefrom.

7.2 **Handicapped Parking**

i. That the existing "Permit Parking" regulation on the south side of Burton Street which commences 91 feet east of Emerald Street North and extends to a point 22 feet easterly therefrom be removed.

ii. (a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on:

- the north side of Holmes Avenue, commencing 107 feet west of Emerson Street and extending to a point 47 feet westerly therefrom; and
- the south side of Holmes Avenue, commencing at a point 69 feet west of Emerson Street and extending to a point 20 feet westerly therefrom; and
- the south side of Holmes Avenue, commencing at a point 115 feet west of Emerson Street and extending to a point 29 feet westerly therefrom; and
- That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Mitchell, No. 10 Holmes Avenue and one parking permit to Mr. Sparks, No. 14 Holmes Avenue.

iii. (a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the north side of Campbell Avenue commencing at a point 42 feet east of Agnes Street and extending to a point 20 feet easterly therefrom, and on the south side of Campbell Avenue commencing at a point 10 feet east of the east curb line of Agnes Street and extending to a point 24 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Marcia Stanton, 185 Campbell Avenue.

iv. (a) That a "Permit Parking" regulation be implemented on the north side of Shaw Street commencing at a point 282 feet west

of Emerald Street North and extending to a point 20 feet westerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. James A. Decker, 35 Shaw Street.

v. (a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue commencing at a point 332 feet south of Barton Street East and extending to a point 22 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. N. De Vincentis, 158 Gibson Avenue.

vi. That the existing "Permit Parking" regulation on the south side of Somerset Avenue commencing at a point 247 feet west of Barnesdale Avenue North and extending to a point 20 feet westerly therefrom, be relocated such that the regulation commences at a point 56 feet west of Barnesdale Avenue North and extends to a point 20 feet westerly therefrom.

7.3 **Intersection Control**

i. That the existing yield sign be replaced such that southbound traffic on Devonport Street be required to stop for eastbound and westbound traffic on Tom Street.

ii. That eastbound traffic on Morgan Road be required to stop for northbound and southbound traffic on Caroga Court.

iii. That three-way stop control be implemented at the intersection of Republic Drive and Brigade Drive.

iv. Contrary to the Report of the Director of Traffic Services dated August 13, 1991, the Committee resolved that By-law 89-72 be amended as follows:

That three-way stop control be implemented at the intersection of Dundonald Avenue and Kimberley Avenue.

v. The Committee was in receipt of a report from the Director of Traffic Services regarding intersection control at Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive.

A discussion ensued regarding the placement of stop signs on Regional roads.

It was moved, seconded and lost that four-way stop control be implemented on the corner of Monte Drive and Greenhill Avenue.

Alderman Agostino placed the secretary on notice that a delegation will be forthcoming to the next Committee meeting on this matter.

The following resolution was passed which does not amend By-law 89-72:

That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill

Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time.

vi. Contrary to the recommendation of the Director of Traffic Services, the Committee resolved as follows:

That four-way stop control be implemented at the intersection of Shadyside Avenue and Halam Avenue.

7.4 **Mount Albion Road - Lane Control**

As recommended by the Director of Traffic Services in a report dated August 15, 1991, the Committee recommended to Council as follows:

i. That northbound motorists in the east curb lane of Mount Albion Road be required to turn right at King Street East; and

ii. That northbound motorists in the second and third lanes from the east curb of Mount Albion Road be required to turn left at King Street East.

iii. That the City Traffic By-law 89-72 be amended accordingly.

7.5 **Apartment building at 46 Bold Street - Application for a Time Limit Exemption Permit**

As recommended by the Director of Traffic Services in a report dated August 21, 1991, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first nine applicants residing in the apartment building at No. 46 Bold Street.

7.6 **No. 212 MacNab Street North - Discharge of Residential Boulevard Parking Agreement**

As recommended by the Director of Traffic Services in a report dated August 28, 1991, the Committee recommended to Council as follows:

i. That the existing residential boulevard parking agreement registered as Instrument No. 359677 C.D. to the property at No. 212 MacNab Street North be discharged, at the property owner's expense; and

ii. That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

7.7 **Relocation of the School Crossing Guard from Maplewood Avenue & Norway Avenue to Maplewood Avenue & Springer Avenue**

As recommended by the Director of Traffic Services in a report dated September 5, 1991, the Committee recommended to Council as follows:

That the School Crossing Guard at the intersection of Maplewood Avenue and Norway Avenue be relocated to the intersection of Maplewood Avenue and Springer Avenue on a trial basis to be reviewed in January, 1992.

8. MAYOR R. M. MORROW

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North and East Neighbourhood (previously tabled)

The Committee was in receipt of a report from the Director of Traffic Services dated July 11, 1991.

As the matters in question are under the jurisdiction of the Hamilton-Wentworth Regional Police Department, the Committee moved that the recommendation be received.

9. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

As recommended by the Secretary of the Transport and Environment Committee in a report dated September 17, 1991, the Committee recommended to Council as follows:

(i.) That the Chairman or his designate be authorized to attend the 1991 Fall Meeting of the Air & Waste Management Association to take place on September 22 to 24, 1991 at Hockley Valley, Ontario;

(ii.) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1991 Operating Budget.

10. ALDERMAN T. COOKE

The Committee moved to permit Alderman Cooke to introduce an additional item to the agenda regarding parking regulations - Parkview Drive and Norwood Road.

As recommended by the Director of Traffic Services in a report dated September 9, 1991, the Committee recommended to Council as follows:

(i.) That the existing "No Parking" regulation on the west side of Parkview Drive between Norwood Road and Franklin Avenue be replaced by a "No Stopping" regulation; and

(ii.) That the existing "No Parking" regulation on the south side of Norwood Drive commencing at the southerly leg of Parkview Drive and extending to a point 121 feet easterly therefrom be replaced by a "No Stopping" regulation; and

(iii.) That the existing "No Parking" regulation on the north side of Norwood Road between Parkview Drive and Uplands Avenue be replaced by a "No Stopping" regulation.

(iv.) That the City Traffic By-law 89-72 be amended accordingly.

11. ALDERMAN B. HINKLEY

Bulk Garbage Collection

The Committee moved to table this matter to the next meeting.

12. **ALDERMAN D. AGOSTINO**

12.1 **Permit Parking Request - Wentworth Concominium Corporation No. 13, 26 Glenburn Court and 6 Riverdale Drive**

Alderman Agostino explained that the by-law does not allow parking permits to be given to multiple dwelling units such as townhouses and he feels this is discriminatory.

After brief discussion, all the Committee recommended to Council as follows:

i. That the Director of Traffic Services be authorized to issue parking permits to the residents at Nos. 22, 24, 26, 28, 30, 32, 34 and 36 Riverdale Drive; and

ii. That a permit parking regulation be implemented on the east side of Riverdale Drive in front of Nos. 22 to 36 Riverdale Drive.

13. **OTHER BUSINESS**

None.

14. **ADJOURNMENT**

There being no further business the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

4.

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 September 12

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for the Extension of Forbes Avenue from Janko Vranesevic and Saveta Vranesevic Part of Property at 1276 Upper James Street**

RECOMMENDATION:

a) That an Option to Purchase executed by Janko Vranesevic and Saveta Vranesevic on September 6, 1991 and scheduled for closing on or before November 29, 1991 for the purchase of part of the property at 1276 Upper James Street, required for the extension of Forbes Avenue in the Blossom Estates Subdivision, be approved and completed. The subject parcel contains 2,789 square feet (0.064 acre) more or less, and is shown as Part 4 on Plan 62R-10161. The purchase price of $2.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital) in which sufficient funds are available to finalize this transaction.

b) That consideration in the amount of $2.00 has been paid to the owners.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

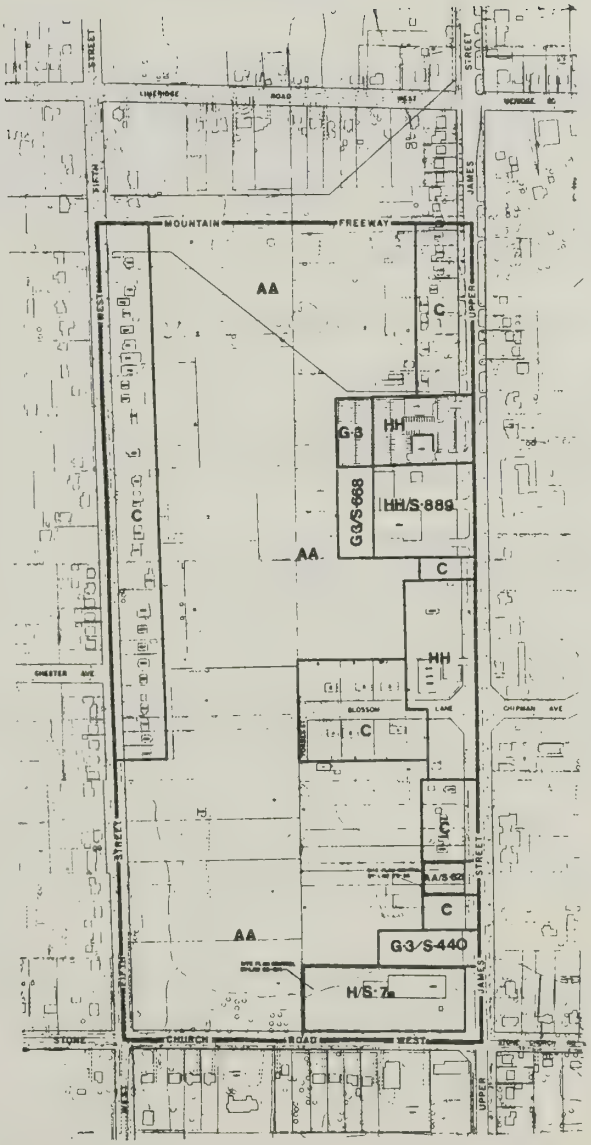
The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

BACKGROUND:

On October 10, 1989 City Council approved Item 2(a) of the 16th Report of the Transport and Environment Committee authorizing the Property Department to acquire all of the lands required for the extension of Forbes Avenue in the Blossom Estates Subdivision. The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

c.c. Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys

(4509)



116 137 56 53 86 82 121 101 119 This is not a Legal Document For Zoning Verification Please Contact City Building Department	CITY OF HAMILTON KERNIGHAN ZONING	
Neighbourhood Boundary Zoning Boundary	SCALE 0 10m 100m	
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO. 7611	JUNE 1986 — MAP NO. 86

OPTION TO PURCHASE

BETWEEN: **Janko Vranesevic**
Saveta Vranesevic

Hereinafter called "the Owner"
OF THE FIRST PART:

Mr. J. Ingrassia
In care of **Borkovich & Ingrassia**
1 Main Street East
Hamilton, Ontario L8N 1E7

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of Two----------DOLLARS ($2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 5, Plan 427, shown as Part 4 on Plan 62R-10161, containing 2,789 square feet (.064 acres). Subject parcel forms part of the property known as 1276 Upper James Street.

Forming part of this Option to Purchase are Schedule(s) ___ attached hereto.

The purchase price of the said property shall be the sum of Two---------DOLLARS ($2.00) of lawful money of Canada.

The sum of $ 2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the 15th day of ~~August~~ October 1991, and may be accepted by a letter mailed or delivered to the Solicitor at the above address. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 45 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed on or before ~~September 25~~ November 29, 1991 on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

Taxes, including Owner's business tax, local improvements, water and sewer rates, etc., to be apportioned and allowed to the date of completion, and no adjustment shall be made for fuel oil.

The Vendor agrees to cancel and terminate all insurance pertaining to the said premises, no later than the actual date and time of closing and prior to the grant, conveyance or transfer of ownership and title to the purchaser, said cancellation and transfer shall be at the full cost and expense of the Vendor.

Pending completion of the sale arising out of the acceptance of this Option the Owner will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the City may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Option whether accepted or not and have all monies theretofore paid (including the sum paid for the granting of this Option) returned without interest.

The Owner covenants and agrees with the City to do nothing to encumber the said property after the execution of this Option by the Owner prior to the completion or other termination thereof, and agrees that the City may, in the presence of the Owner or his representative inspect the property on the said date of completion, prior to closing the transaction.

It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs ad Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Any tender or documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's certified cheque.

J.V. S.V. This Option is to be read with all changes of gender or number required by its context.

Time shall be of the essence of this Option and of the contract arising from the acceptance thereof which shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, executors, administrators, successors and assigns.

J.V. S.V. DATED at Hamilton this 6th day of September A.D., 1991.

SIGNED, SEALED AND DELIVERED in the presence of

Witness

Janko Vranesevic (Seal)
JANKO VRANESEVIC

Saveta Vranesevic (Seal)
SAVETA VRANESEVIC

_____ (Seal)

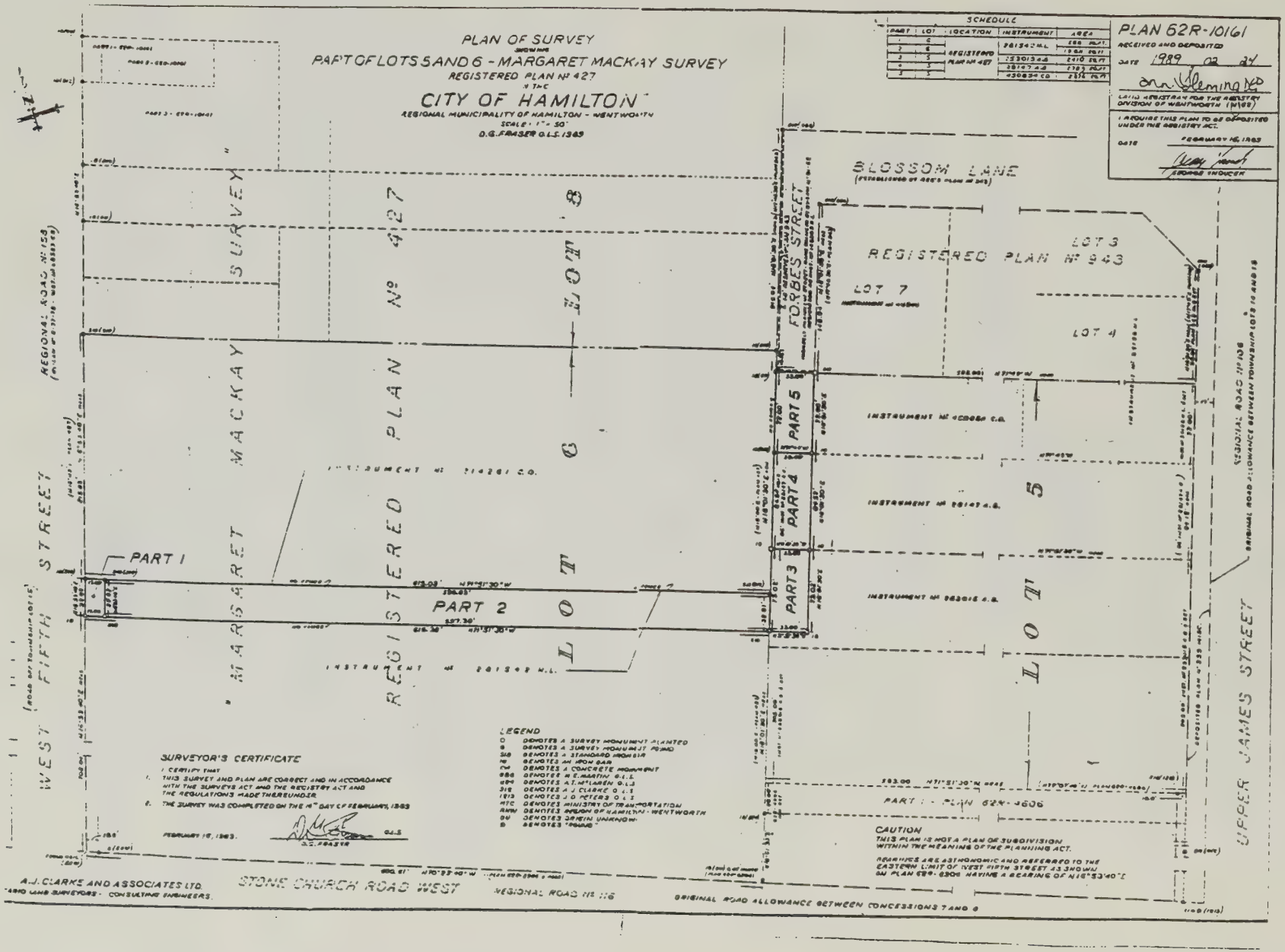
The Undersigned Spouse of the Vendor hereby consents to the disposition evidenced herein pursuant to the provisions of The Family Law Reform Act, 1978, S.O.1978,c.2, as the same may be amended from time to time.

In consideration of the sum of One Dollar ($1.00), (the receipt of which from the City is hereby acknowledged), the Undersigned Spouse of the Vendor hereby agrees with the City that he/she will execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

Year - Month - Day

_____ _____ Date_____

Witness Spouse (Seal)


PLAN OF SURVEY
SHOWING
PART OF LOTS 5 AND 6 - MARGARET MACKAY SURVEY
REGISTERED PLAN Nº 427
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
SCALE: 1" = 50'
D.G. FRASER O.L.S. 1969
PLAN 62R-10161
RECEIVED AND DEPOSITED
DATE 1989 02 24
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (No 62)
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT.
DATE FEBRUARY 16, 1989
SURVEYOR
SCHEDULE
PART | LOT | LOCATION | INSTRUMENT | AREA
REGISTERED PLAN Nº 427
BLOSSOM LANE
FORBES STREET
REGISTERED PLAN Nº 943
LOT 3
LOT 7
LOT 4
PART 5
PART 4
PART 3
PART 2
PART 1
LOT 6
LOT 5
MARGARET MACKAY SURVEY
REGISTERED PLAN Nº 427
WEST FIFTH STREET
UPPER JAMES STREET
REGIONAL ROAD Nº 56
REGIONAL ROAD Nº 56
INSTRUMENT Nº 214261 C.D.
INSTRUMENT Nº 281508 W.L.
INSTRUMENT Nº 98147 A.B.
INSTRUMENT Nº 983616 A.B.
PART 1 - PLAN 62R-3606
593.00 N71°51'30"W
LEGEND
SURVEYOR'S CERTIFICATE
I CERTIFY THAT
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.
2. THE SURVEY WAS COMPLETED ON THE 14th DAY OF FEBRUARY, 1989
FEBRUARY 16, 1989.
D.G. FRASER O.L.S.
CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.
BEARINGS ARE ASTRONOMIC AND REFERRED TO THE EASTERN LIMIT OF WEST FIFTH STREET AS SHOWN ON PLAN 62R-3606 HAVING A BEARING OF N16°53'40"E
A.J. CLARKE AND ASSOCIATES LTD.
LAND SURVEYORS - CONSULTING ENGINEERS
STONE CHURCH ROAD WEST
REGIONAL ROAD Nº 116
ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8

5.1

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1991 September 13
E308-01 S. Howe

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Harbour **Front Recycling Inc. Proposed Waste Disposal (Processing) Site at 1505 Burlington Street East, Hamilton**

RECOMMENDATION:

That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Harbour Front Recycling Inc. establishing the proposed waste disposal (processing) site at 1505 Burlington Street East in Hamilton provided that:

a) all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;

b) Harbour Front Inc. submit a plan of action, outlining how they will ensure that only waste generated in the Region of Hamilton-Wentworth is disposed of at this Region's transfer stations. This should include a list of alternate disposal sites which will be utilized for wastes that were generated outside the Region;

J. Halliday

L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Harbour **Front Recycling Inc. Proposed Waste Disposal (Processing) Site at 1505 Burlington Street East, Hamilton**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from Harbour Front Recycling Inc. (Triple M Services of Canfield) for a Certificate of Approval to process and recycle construction and demolition waste at 1505 Burlington Street East in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

The Harbour Front proposal deals solely with dry, solid non-hazardous wastes from the construction/demolition trade. Primarily, the wastes will consist of concrete, metal, wood and small amounts of soil. Each wastes type will be processed and separated into categories of saleable aggregates, soil, metal, woodchips and non-recyclable waste (for disposal).

The system is a three stage process. The first phase separates mixed loads of rubble by size and material, via screens, magnets and vibrating pans. Initial sizing of concrete is accomplished by a "Hazmag Impactor". The second phase involves a manual picking station for the separation of paper, iron, etc.; and the separation (via air and water) and cleaning of wood. The third phase is to process concrete rubble utilizing crushing, screening and conveying. The concrete can be crushed to a variety of sizes.

The non-recyclable portion is estimated to be only 2-5% of the total volume of materials received. How the company will separate wastes destined for landfill, which was generated outside the Region, from those generated from within the Region, has not been submitted for approval by the Region. The facility will be capable of receiving 2000 tonnes of industrial and commercial wastes per day.

Wood waste will be chipped for applications in the chipboard and paper industries. The company is also looking into the feasibility of producing logs from the woodchips which they intend to sell through local lumber stores.

Cont'd...

Harbour **Front Recycling Inc. Proposed Waste Disposal (Processing) Site at 1505 Burlington Street East, Hamilton**

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to visit the proposed site and review the background documentation provided by Harbour Front, and to prepare a report on any comments or concerns they might have on the proposed facility.

Copies of the responses from the City of Hamilton Departments of Traffic Services, Local Planning, Buildings, and Noise Control; and the Regional Engineering Sewer Use Control Office are appended to this report and will be forwarded to the Ministry for their assessment purposes.

Three of the responses make specific comments on the proposal which the facility operator should satisfy before municipal consent is given to the proposal. Since the Harbour Front facility is still in the proposal stage, it is difficult to evaluate the operation's impact from all perspectives. It would be prudent to have compliance officers from the City and the Region visit the facility , if Harbour Front is authorized to proceed, to verify compliance with the recommendations noted in the appended responses.

VT/sh
attach

c.c. R. J. Whynott, Regional Chairman
M. Carson, Chief Administrative Officer

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

Fax No. (416) 546-2419
Tel No. (416) 546-4510
TDD No. (416) 546-2448

1991 September 12

Val Terluk
Manager Solid Waste Operations
Engineering Department

Re: Harbour Front Recycling Inc.
1505 Burlington Street East

Dear Sir:

In response to your letter of 1991 September 6, please be advised that we have reviewed the application for the waste disposal site for 1505 Burlington Street East and have no concerns. Access to this site must be maintained via Kenilworth Avenue.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

RK/ES/lem

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4
(416) 546-4221 Fax (416) 546-4202
TDD-546-2448

4331

Refer to File No.
Attention of
Your file No.

September 13, 1991

Mr. V. Terluk
Manager, Solid Waste Operations
Engineering Department

Att: Ms. S. Howe

Dear Mr. Terluk:

Re: Harbour Front Recycling Inc.
Proposed Waste Disposal (Processing) Site
1505 Burlington Street East

As requested in your memorandum of September 6, 1991, the following Planning information is provided with respect to the above noted proposal:

- Official Plan

  The subject lands are designated "Industrial". The proposal would not conflict with the intent of the Plan.

- Zoning By-law

  The subject lands are zoned "K" (Heavy Industry, etc.) District under Zoning By-law No. 6593. It is our understanding that the proposed use is permitted 'as-of-right'. However, this should be confirmed with the Building Department.

- Neighbourhood Plan

  There is no Neighbourhood Plan for the area. However, the site is located opposite to the Stapleton residential enclave. In this regard, any mitigative measures that the Ministry of the Environment deems appropriate should be applied.

I trust that the foregoing will be of some assistance to you. Should you have any questions, please call.

Yours truly,

A.L. Georgieff, M.C.I.P.
Director of Local Planning

PDM/ma

cc: Mr. J. Thoms
Commissioner of Planning and Development

CORPORATION OF THE CITY OF HAMILTON

DEPARTMENT OF BUILDINGS

MEMORANDUM

****

TO: Mr. Val Terluk
Manager of Solid Waste Operations
Solid Waste
Department of Engineering

YOUR FILE:

FROM: Mrs. Susan Parker
Zoning Examiner and Code Correlator
Building Department

OUR FILE:
PHONE: 546-2722

SUBJECT: **Harbour Front Recycling Inc.**
Proposed Waste Disposal
(Processing) Plant at
1505 BURLINGTON STREET EAST

DATE: 1991 September 17

This Department has received and reviewed your letter and an attached package of information submitted by Mr. Davis regarding the above noted property and would comment as follows:

1. The land is located in a "K" zoning district subject to the provisions of Section 17 of Zoning By-Law 6593.

2. The operation of a facility to process and recycle construction and demolition material is a permitted use.

3. The proposed use of a "log making" is considered a Wood Products factory, which is a permitted use.

I trust this information will clarify this matter.

S.K. Parker

Susan Parker
Zoning Examiner and Code Correlator

SKP/zr

REGION OF HAMILTON-WENTWORTH
MEMORANDUM

DATE: September 12, 1991

TO: V. Terluk, Manager
Solid Waste Operations

FROM: P. Dunn, Environmental Control Officer
Sewer Use Control Office

SUBJECT: **Harbour Front Recycling Inc. Proposed Waste Disposal (Processing) Site at 1505 Burlington Street East, Hamilton, Ontario**

The proposal put forth by Harbour Front Recycling as it stands appears to be acceptable from a sewer use standpoint with the provision that wastewater discharged from this operation complies with Sewer Use By-law R89-049. This wastewater may include:

1) Site run-off.

2) Any wastewater generated during processing and disposed of to sewer, ie: wastewater from the flotation system and settling tank or other systems.

The apparent non-toxic nature of the materials to be processed should not present any forseeable problems with regard to sewer use.

If and when this facility becomes operational this company would then be required to submit to a Waste Survey Report to the Sewer Use Control office. A Best Management Practised (BMP) plan may also be required for this site.

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

September 18, 1991

Mr. V. Terluk
Manager
Solid Waste Operations
Engineering Department
Regional Municipality of
Hamilton-Wentworth

Dear Mr. Terluk:

RE: Harbour Front Recycling Inc. Proposed Waste Disposal Site
1505 Burlington Street East, Hamilton, Ontario

As per your request, I have reviewed the proposal submitted by Mr. Peter Davis, on behalf of Triple M Demolition of Canfield, Ontario.

I would suggest however, that included in the requirements for the Certificate of Approval issued by the Ministry of the Environment, a noise assessment be requested for the sound level generated by the "impactor" unit. The sound levels may have an impact on the neighbouring residential areas from which noise complaints may arise.

Should you require further information, please contact me at my office at 679-4682.

Yours truly,

F. Westaway
City Noise Control Officer

FW/mt

5.2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 19
806-47 M. J. Inrig

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Construction of the Uncompleted Portions of Fieldway Drive, Millwood Place, and a Public Walkway, Hamilton

RECOMMENDATION:

a) That the City Treasurer be authorized and directed to pay engineering fees in the estimated amount of $5,500.00 to A. J. Clarke and Associates Limited, whose services were retained by the City for the design of City municipal services on Fieldway Drive, Millwood Place and an adjoining public walkway in Hamilton; and

b) That the cost for the construction of municipal services on Fieldway Drive, Millwood Place and the public walkway (estimated at $161,219.00) be approved; and

c) That the Finance and Administration Committee recommend the source of funding for the engineering fees and the costs related to the construction of the works (totalling $166,719.00).

Ted Gall

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated amount to be approved at this time for the design and construction of above ground municipal services on Fieldway Drive, Millwood Place and the adjoining walkway is $166,719.00. Approximately $131,000.00 of the costs incurred by the City for design and construction will be recovered through the mechanism of 0.30 m reserves,

Cont'd...

Construction of the Uncompleted Portions of Fieldway Drive,
Millwood Place, and a Public Walkway, Hamilton

Cont'd...

when the adjacent owners develop their lands. Works associated with the walkway and cul-de-sac construction on the southerly branch of Fieldway Drive is estimated to be $25,205.00. The remaining portion ($10,514.00) will not be recoverable in the future.

BACKGROUND:

On 1989 October 31, City Council in adopting Item 8 of the Transport and Environment Committee Report 17-89, authorized the establishment of Fieldway Drive, Millwood Place and a public walkway at the intersection of these two streets, following the acquisition of all the necessary lands. The acquisition of lands and the establishment of the roadways were at the request of adjacent land owners and would allow for the development of the interior lands in accordance with the approved neighbourhood plan.

Council also authorized that A. J. Clarke and Associates Limited be retained to prepare the engineering drawings and complete the design for the required municipal works, on the two streets and public walkway.

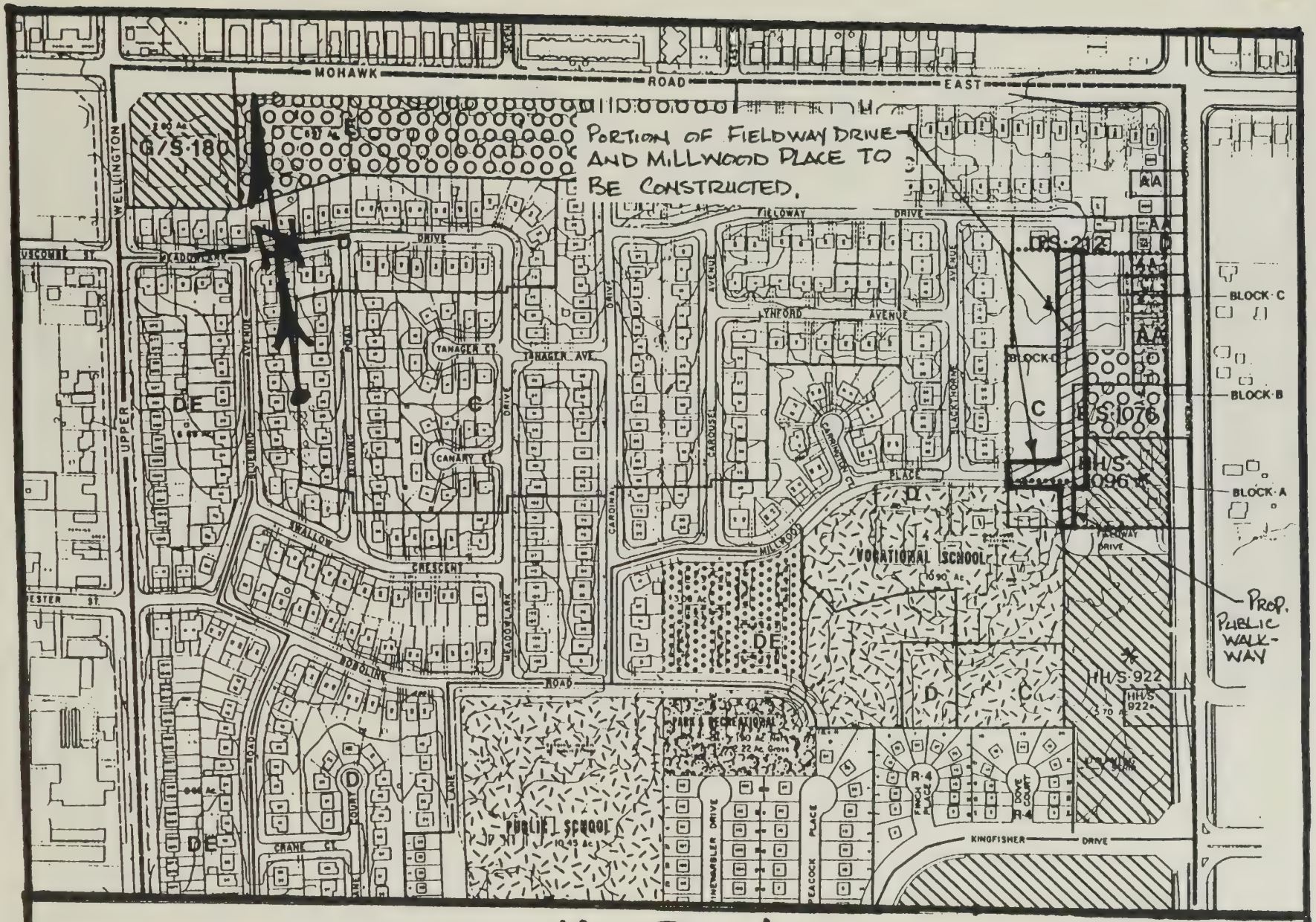
On 1991, September 18, the City completed the acquisition of all the lands necessary for the two roads and the walkway. The consultant is in the process of completing the engineering design to coincide with the acquisition of lands. This report is to authorize the payment of engineering fees estimated at $5,500.00 to A. J. Clarke & Associates Limited for their consulting engineering services associated with the design of municipal services on Fieldway Drive, Millwood Place and the proposed public walkway.

Approval is also being obtained for the funds necessary for the construction of the municipal services which are estimated to be $161,219.00. City Council has previously authorized the Commissioner of Transportation/Environmental Services to proceed with the construction after all lands had been acquired. It is very unlikely that time and the weather will permit the services to be constructed this year. Also, the Region may not have sufficient funds available in the 1991 budget to finance the sewer and watermains. Therefore, scheduling of the works will be established so that Fieldway Drive, Millwood Place and the Public Walkway will be completed early in the spring of 1992.

MJI:kk

cc: E. C. Matthews, Treasurer
City Treasury Department

cc: R. Meiers, Public Works Department



KEY PLAN

N.T.S.

BRULEVILLE

APPROVED PLAN

5.3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 24
S707-23 S715-21 M. J. Inrig

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: 1991 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

i) That the submitted schedule of works, be adopted for inclusion in the Subdivision Agreements with the Owners, for the estimated cost of services in:

a) HARBOTTLE ESTATES - PHASE 1, Hamilton
City's Share $26,993.68, Owner's Share $135,513.85

b) ORCHARD PARK ESTATES - PHASE 1, Hamilton
City's Share $223,424.00, Owner's Share $251,723.00

ii) That the Mayor and the City Clerk be authorized and directed to execute the proposed subdivision agreements between the City and the Owners of Harbottle Estates - Phase 1 and Orchard Park Estates - Phase 1, Subdivisions.

iii) That the approval of the above clauses be subject to the condition that no work be commenced until the final plans and Subdivision agreements have been registered.

iv) That in the event the subdividers wish to proceed prior to the registration of the Final Plans, they should be permitted to do so at their own risk, provided that they enter into a standard agreement for pre-servicing.

v) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Parts 14 and 15 of Reference Plan 62R-6964 as part of the Chester Avenue road allowance in order to provide road access to Orchard Park Estates - Phase 1 Subdivision.

Cont'd...

1991 Servicing Expenditures Related to Subdivisions

Cont'd...

vi) That City of Hamilton grant a twelve (12) metre wide sewer easement to the Region over Parts 3 and 7 of Plan 62R-11417 in order to provide a sewer connection between a future residential development to the west and the Orchard Park Estates Subdivision, to the east, and that the Mayor and City Clerk be authorized and directed to execute the necessary documents.

vii) That the City Solicitor be directed to prepare the necessary documents to transfer the sewer easement to the Region.

for L. D. Turvey, P. Eng.
Commissioner of Environmental/
Transportation Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under present policy, the City of Hamilton shares costs of installing services within subdivisions. Cost sharing for developments being approved are in accordance with Standard City of Hamilton policies as shown on Schedule "A" attached.

HARBOTTLE ESTATES - PHASE 1

The total estimated cost of City's share of services for this development to be approved is $26,993.68. The City's share is associated with adjacent undeveloped lands on the south side of Harbottle Court and will be recovered by the City through the mechanism of 0.30m reserves when the lands are developed. The total estimated Subdivider's share of costs for all services being installed within this development (as noted in Schedule "A") is $135,513.85.

ORCHARD PARK ESTATES - PHASE 1

The total estimated cost of City's share of services for this development to be approved at this time is $223,424.00.

A portion of the City's share of costs ($128,333.00) is associated with sewer and water services which are being installed adjacent to and along an easement through lands owned by the City which will be developed as a city park. The costs for sewer and water services are non-recoverable in the future.

1991 Servicing Expenditures Related to Subdivisions

Cont'd...

Another portion of the City's share of costs ($23,629.00) is associated with above ground works on Brigadoon Drive adjacent to the city lands, and extra depth asphalt on Brigadoon Drive. The city's share will be non-recoverable in the future.

The City is cost sharing for above ground works on Appleblossom Drive in the amount of $68,054. The City's share is associated with a 0.30m reserve along Appleblossom Drive and will be fully recoverable in the future when the abutting lands are developed.

Finally, the City is cost sharing for a catch basin ($3,411.00) in the sewer easement between house nos. 180 and 178 Chesely Street. The sewer easement is an existing easement established under the Red Hill Creek Trunk Sewer System. The sewers in the easement would have normally been constructed under a Municipal Sewer Contract, however it was agreed, between the developer and the Municipality that the sewers would be built as part of the Subdivision, and the appropriate costs would be paid by the City and Region.

BACKGROUND:

HARBOTTLE ESTATES - PHASE 1

On October 10, 1989 City Council approved a recommendation that a Subdivision Agreement be entered into between the owner of Harbottle Estates - Phase 1 and the City of Hamilton. The development of Harbottle Estates - Phase 1 will result in the creation of 12 single family residential lots and will allow for the development of 6 future lots on Harbottle Court through land severance.

The estimate of costs have been calculated in accordance with current City Policy and there will be cost sharing with the City for 0.30m reserves which is fully recoverable in the future.

The lands of Harbottle Estates - Phase 1 are located north of Stone Church Road West and west of Chesely Street in the Gourley Neighbourhood, Hamilton.

ORCHARD PARK ESTATES - PHASE 1

On August 15, 1989 City Council approved a recommendation that a Subdivision Agreement be entered into between the owners of Orchard Park Estates - Phase 1 and the City of Hamilton. The development of Orchard Park Estates - Phase 1 will result in the creation of 29 single family residential lots and the potential for approximately 10 future lots along the east side of Appleblossom Drive through land severance.

Cont'd...

1991 Servicing Expenditures Related to Subdivisions

Cont'd...
The estimate of costs have been calculated in accordance with current City of Hamilton policy and there will be cost sharing with the City for services installed in and adjacent to City lands, for oversized roadways on Brigadoon Drive and for a 0.30m reserve along Appleblossom Drive. The costs associated with the 0.30m reserve are fully recoverable in the future when the adjacent lands develop, and all other City costs for this development are non-recoverable in the future.

The City presently owns lands which will become the intersection of Chester Avenue (existing) and Appleblossom Drive of this subdivision. Road access to Orchard Park Estates - Phase 1 can only be obtained from Chester Avenue at the west limit onto Appleblossom Drive. It will therefore be necessary for the City to establish the intersection of Chester Avenue and Appleblossom Drive (Parts 14 and 15 of Plan 62R-6964) as a public highway by By-Law prior to registration of the Final Plan for Orchard park Estates - Phase 1 subdivision.

The developer will be constructing storm and sanitary sewers over lands owned by the City under this subdivision in order to provide an outlet for future residential development to the west of the City lands. It will therefore be necessary for the City to grant to the Region a twelve (12) metre wide sewer easement overs Parts 3 and 7 of Plan 62R-11417 (attached) for the construction and maintenance of the storm and sanitary sewers.

The lands of Orchard Park Estates - Phase 1 are located north of Stone Church Road West and west of Chesely Street in the Gourley Neighbourhood.

MJI:sw
Attach.

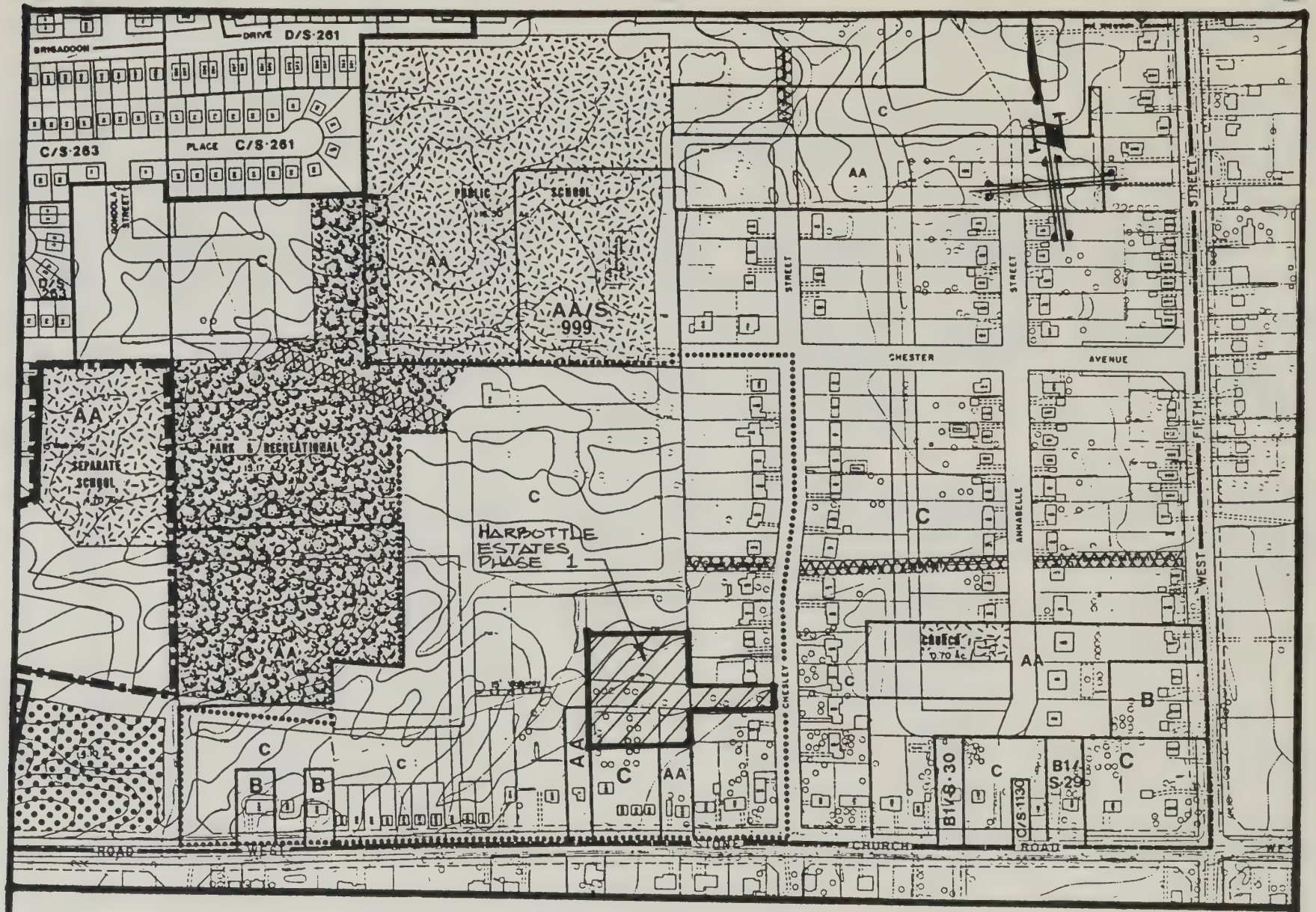
cc: P. Noe Johnson, City Law Department
cc: E. C. Mathews, City Treasury Department

SCHEDULE "A"

1991 SUBDIVISION EXPENDITURE SUMMARY

Name of: SUBDIVISION / DEVELOPER / CONSULTANT / SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
HARBOTTLE ESTATES PHASE 1 LORNE HARBOTTLE Upper Canada Consultants Edward Barich, O.L.S.	12 Lots Hamilton	89-10-10 P&D 23-89 Item 11	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	$4,807.10 $5,469.08 $15,967.49 $0.00 $750.00	$0.00 $0.00 $0.00 $0.00 $0.00	$26,993.67	$135,513.85	$162,507.52
ORCHARD PARK ESTATES PHASE 1 STARWARD HOMES LIMITED A. J. Clarke & Associates Ltd. A. J. Clarke, O.L.S.	29 Lots Hamilton	89-07-25 P&D 17-89 Item 24	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Fencing Sodding Storm & Sanitary Sewers Watermains	$15,920.00 $17,383.00 $31,474.00 $1,024.00 $2,250.00 $0.00 $0.00 $0.00 $0.00	$5,459.00 $1,127.00 $11,428.00 $0.00 $0.00 $3,555.00 $5,469.00 $127,209.00 $1,126.00	$223,424.00	$251,723.00	$475,147.00
TOTALS:				$95,044.67	$155,373.00	$250,417.67	$387,236.85	$637,654.52

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

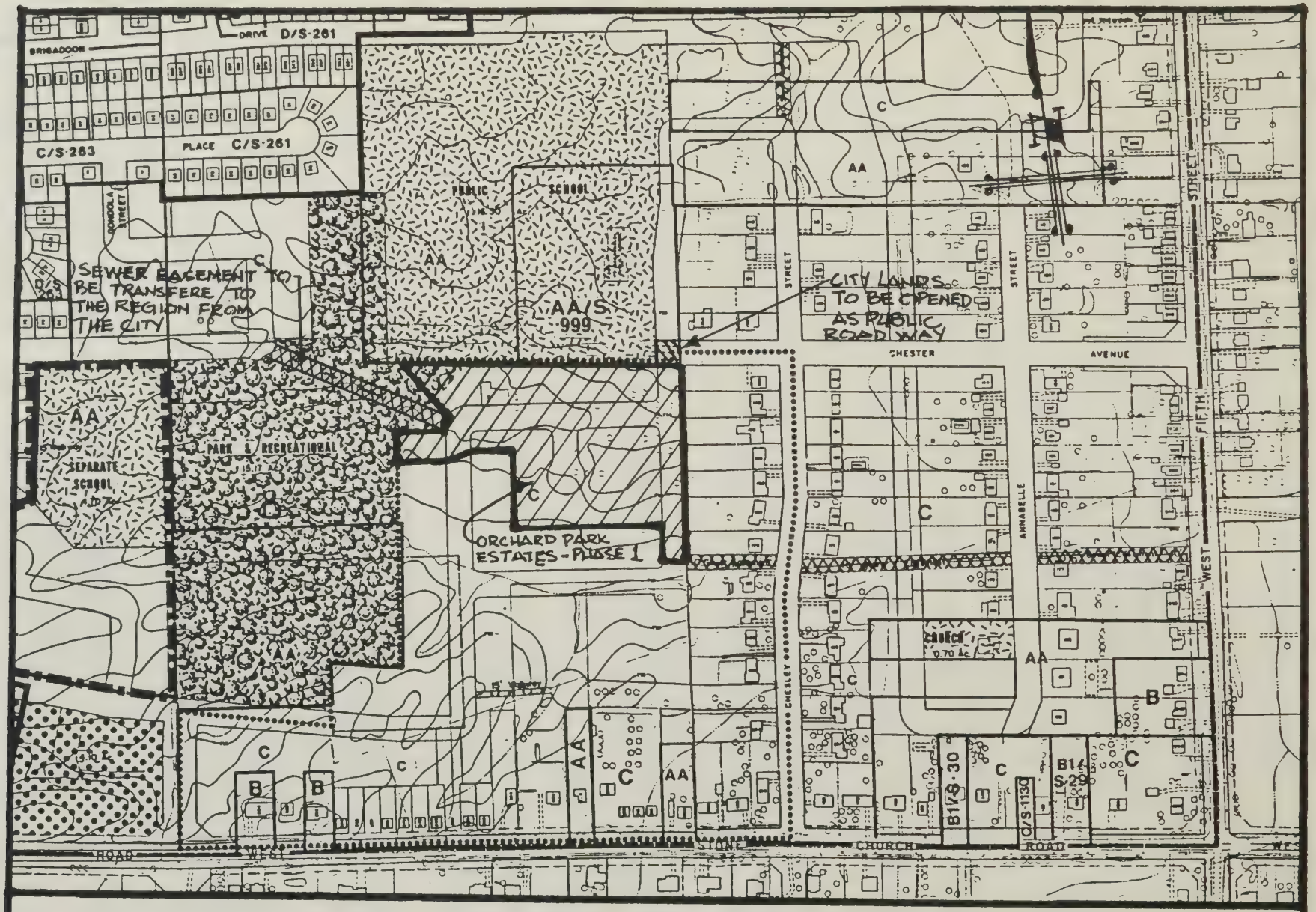


KEY PLAN

N.T.S.

GOURLEY

APPROVED PLAN



KEY PLAN

N.T.S.

GOURLEY

APPROVED PLAN

5.4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 20
T103-51 J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments and install temporary encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

Ted Gall

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Encroachment Agreement

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:mjp

SCHEDULE 'A'

Council Date: September 30, 1991

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
39 South Street Hamilton, Ont.	2 sets of brick steps a) 12.17' X 5.00' b) 6.65' X 12.17' and a retaining wall 0.93' X 5.00'	Dr.John Turnbull 39 South Street Hamilton, Ontario L8P 2W2	$112.00/20.00	T103-50(920)
200 MacNab Street North Hamilton, Ont.	Wood Steps measuring 1.18' x 3.12'	Yachetti, Lanza & Restivo Box 950 M.P.O. Hamilton, Ontario L8N 3P9	$112.00/20.00	T103-50(939)
10 Fairleigh Avenue North Hamilton, Ontario	Concrete Steps measuring 1.75' X 4.0'	James D. McKeon 277 Wilson Street East Ancaster, Ontario L9G 3N6	$112.00/20.00	T103-50 (963)
315 Centennial Parkway North	Landscaping measuring 3.05 m X 21.34 m	Select Site Properties 65 East Mall, Ste 204 Etobicoke, Ontario M8Z 5W3	$112.00/20.00	T103-50 (964)

5.5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 25, 1991

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Incorporating certain City lands into Donn Avenue and Berkindale Drive by By-Law.

RECOMMENDATION:

a) That the City lands known as:

Parts 1&2, Plan 62R-11902 be incorporated into Donn Avenue

Part 3, Plan 62R-11696 and
Part 5, Plan 62R-11902 be incorporated into Berkindale Avenue

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

per L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd ....

BACKGROUND

Both Donn Avenue and Berkindale Avenue have now been constructed as previously directed by Council and it is now appropriate to incorporate the lands into the municipal road system.

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PARTS 1&2, PLAN 62R-11902
INTO DONN AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Donn Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Donn Avenue.

Part of Lot 24, Concession 2, in the former Township of Saltfleet, designated as Parts 1 and 2 on Plan 62R-11902

City of Stoney Creek

Regional Municipality of Hamilton-Wentworth

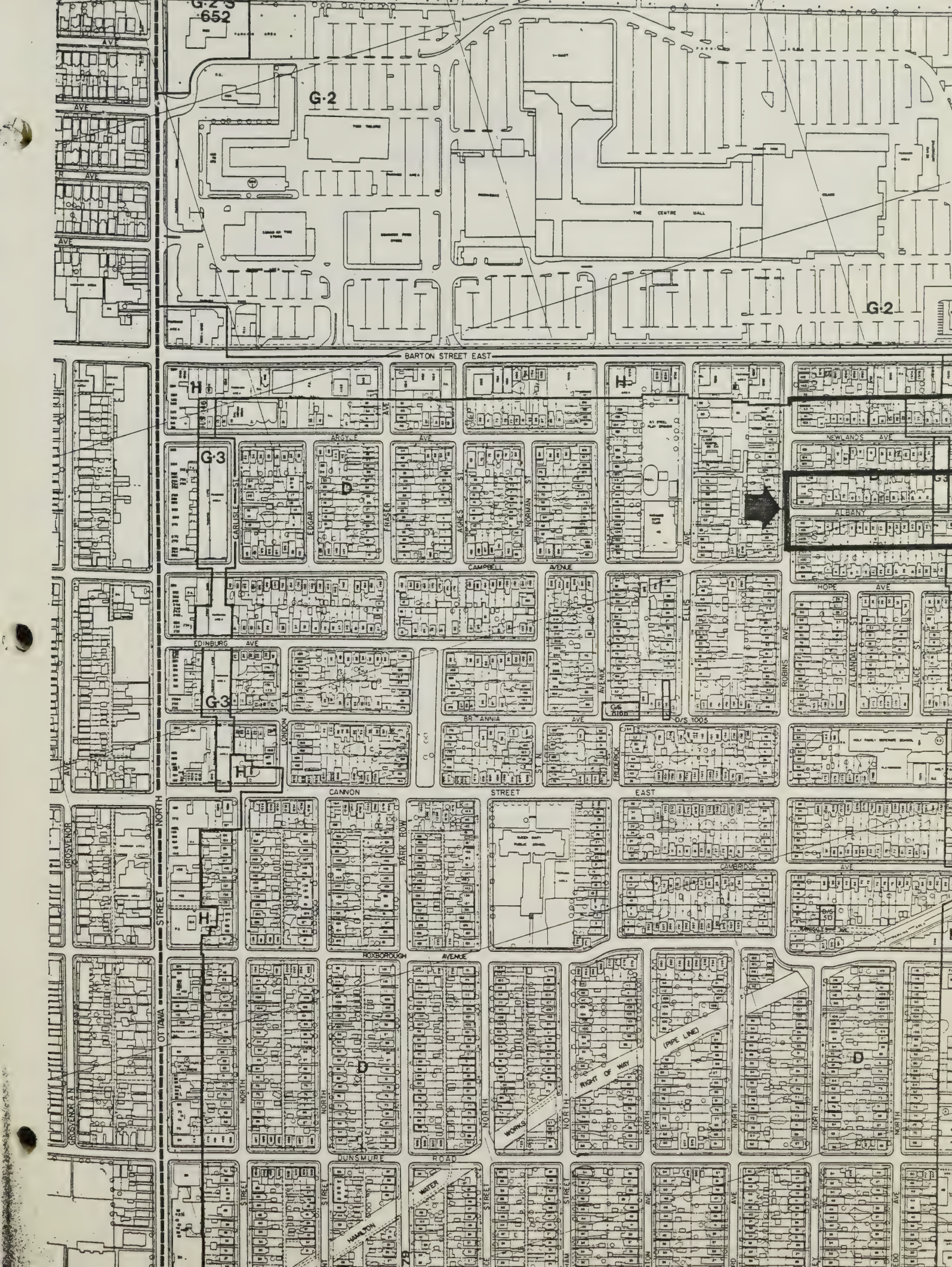
2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This By-law comes into force and effect on the day of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62)

PASSED this day of A.D. 1991.

City Clerk Mayor

Albany has a 24 foot pavement width and presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has expressed concern regarding non-residents who park their vehicles on the street during evenings to attend the nearby tavern. The implementation of the proposed regulation would eliminate long-term, non-resident parking and residents would be entitled to purchase permits at a cost of $24.00 per year per permit which would exempt their vehicle from the posted parking time limit. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


G-2 S
652
G-2
THE CENTRE MALL
G-2
BARTON STREET EAST
H
H
G-3
D
ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
AVE
NEWLANDS AVE
ALBANY
CAMPBELL AVENUE
HOPE AVE
EDINBURG AVE
G-3
H
LONDON
BRITANNIA AVE
AVE LINK
ELLIS AVE
ROBINS AVE
ALEXANDRA ST
ALICE ST
G6 R10R
O/S 1005
FREDERICK
CANNON STREET EAST
H
GROSVENOR AVE
OTTAWA STREET NORTH
PARK ROW
ROXBOROUGH AVENUE
CAMBRIDGE AVE
D
D
D
NORTH
(PIPE LINE)
RIGHT OF WAY
WORKS
DUNSMURE ROAD
WATER
HAMILTON
STREET
AVE
Z8

6.1(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Undercliffe Avenue, south of Aberdeen Avenue - Parking Regulations. [TEC-185-91]

RECOMMENDATION:

a) That parking be prohibited on the west side of Undercliffe Avenue between Aberdeen Avenue and a point 197 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Dr. James Forrest, 73 Aberdeen Avenue, that parking be prohibited on the west side of Undercliffe, adjacent to his property.

Undercliffe has a 28 foot pavement width, and presently, there is a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side and there is unrestricted free parking on the west side of the street in this area.

Dr. Forrest has expressed concern that when vehicles are parked adjacent to his property and on the east side of the street after 5:00 p.m. or on weekends, it is difficult for delivery vehicles, fire trucks and other emergency vehicles to manoeuvre down the street. The Traffic Department concurs that driveway movements and traffic flow could be obstructed when parking occurs on both sides of the street because of the narrow pavement width.

The implementation of the requested regulation will result in a loss of seven legal on-street parking spaces, all along the flankage of the applicant's property. All homes in this area have available off-street parking and parking would still be allowed on the remainder of the east side of the street and on the west side after 5:00 p.m. Monday to Friday and all day on weekends. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.


E-3
E-3/S-661
E-3/S 1011
E-1/S 875
E-1/S 704a
DE-3
E-3/S-294
E-1/S 832
E-1/S 932a
C/S 776
E/S 776
C/S 721
C/S 623a
C/S 688
E/S 303
CR-3/S-90A
CR-3/S 294a
DUKE STREET
ROBINSON STREET
CHARLTON AVENUE WEST
CHARLTON ST EAST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
BAY STREET SOUTH
CAROLINE ST SOUTH
JAMES ST SOUTH
MACNAB STREET SOUTH
YOUNG ST
FOREST AVE
AUGUSTA ST
ST JOSEPH'S CR
ST JAMES PL
INGLEWOOD
INVERNESS AVE W
INVERNESS AVE E
INVERNESS COURT
BULLS LANE
ROSEDENE AVE
JAMES MOUNTAIN RD
MONTA CLAIRE ACCESS
UPPER JAMES ST

6.1(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of East 6th Street, south of Empress Avenue - Parking Regulations.
[TEC-210-91]

RECOMMENDATION:

a) That parking be prohibited on the west side of East 6th Street commencing at Empress Avenue and extending to a point 103 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

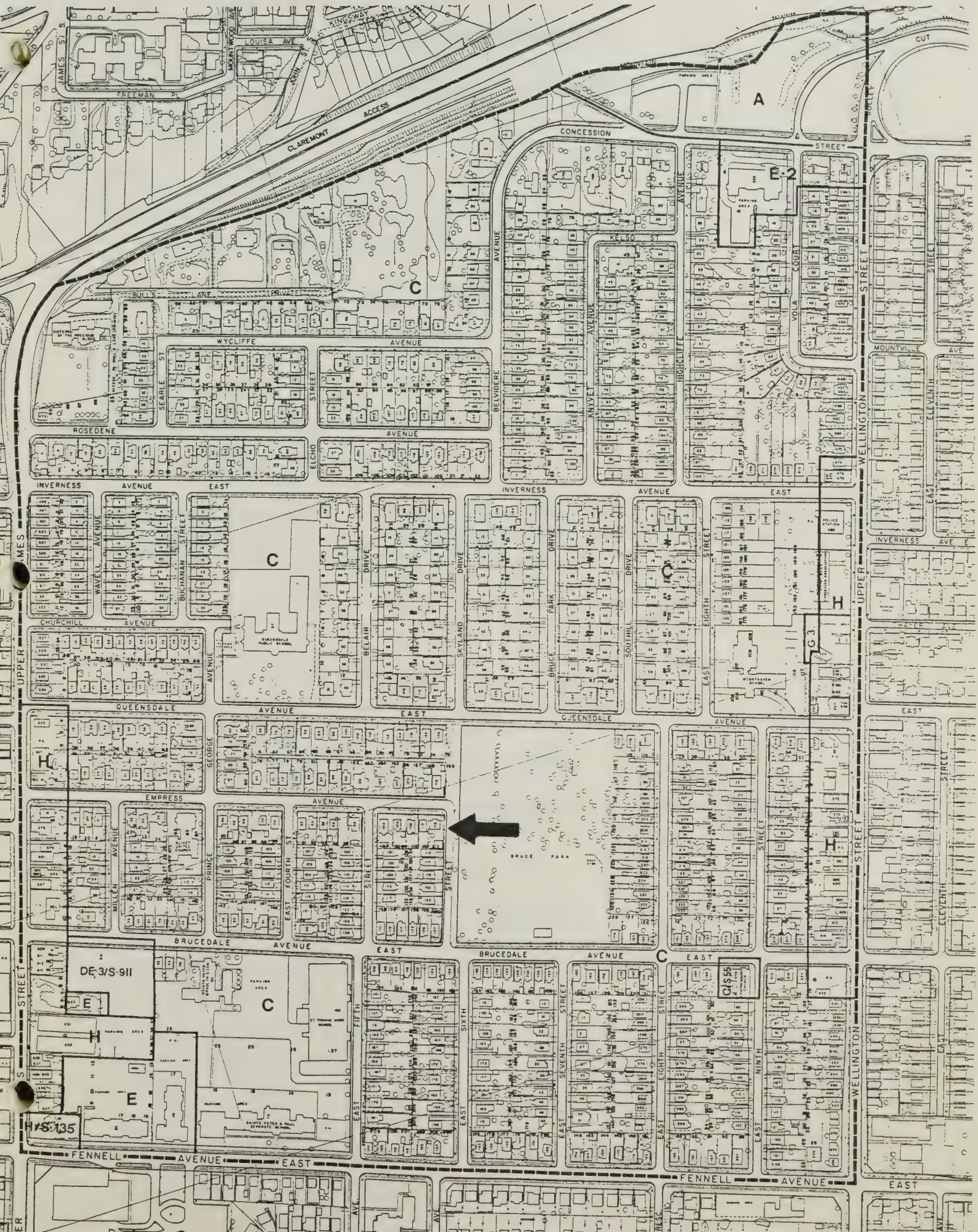
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Gallagher has advised of concerns from Mrs. Bain, 116 Empress Avenue regarding the 90° turn in the road where Empress and East 6th meet.

The pavement width on East 6th is only 24 feet and when vehicles are parked on the west side of the street, eastbound motorists on Empress must make a wide turn which is evident by scuff marks on the east curb. One measure which could be implemented to improve conditions at this location would be to prohibit parking on the west side of East 6th, immediately south of Empress. This would facilitate traffic movements around this 90° turn in the road. The Traffic Department recently contacted Mrs. Bain regarding this proposal and she advised that she supports a parking prohibition along the entire flankage of her property. Therefore, the Traffic Department recommends that parking be prohibited on the west side of East 6th from Empress to a point 103 feet southerly therefrom.

The implementation of the proposed regulation will result in a loss of four legal on-street parking spaces adjacent to Mrs. Bain's property and since all residents have available off-street parking, the Traffic does not anticipate any parking difficulties for area residents.


KINGSWAY
QUISA AVE
JAMES ST S
JOHN ST S
MOUNTWOOD AVE
FREEMAN PL
CLAREMONT ACCESS
MOUNTAIN
BROW
CUT
A
CONCESSION
STREET
E-2
C
BULL'S LANE PRIVATE
WYCLIFFE AVENUE
SEARLE ST
STREET
BELVIDERE AVENUE
KELSO ST
AVENUE
KNIVET AVENUE
HIGHCLIFFE AVENUE
VOLA COURT
MOUNTVIEW AVE
ELEVENTH STREET EAST
ROSEDENE AVENUE
ELCHO AVENUE
INVERNESS AVENUE EAST
WAVELL AVENUE
BUCHANAN STREET
DRIVE
BELAIR DRIVE
SKYLAND DRIVE
BRUCE PARK DRIVE
SOUTHILL DRIVE
EIGHTH STREET EAST
POLICE STATION
INVERNESS AVE E
CHURCHILL AVENUE
QUEENSDALE AVENUE EAST
H
G3
UPPER JAMES STREET
WELLINGTON STREET
GEORGE
EMPRESS AVENUE
MILLEN AVENUE
PRINCE
FOURTH ST EAST
BRUCE PARK
BRUCEDALE AVENUE EAST
DE-3/S-911
E
H/S-135
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
FENNELL AVENUE EAST

6.1(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 18

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 19 Harrison Avenue - Removal of Handicapped Permit Parking **(TEC-213-91)**

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Harrison Avenue which commences 202 feet east of Kenilworth Avenue North and extends to a point 22 feet easterly therefrom, be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

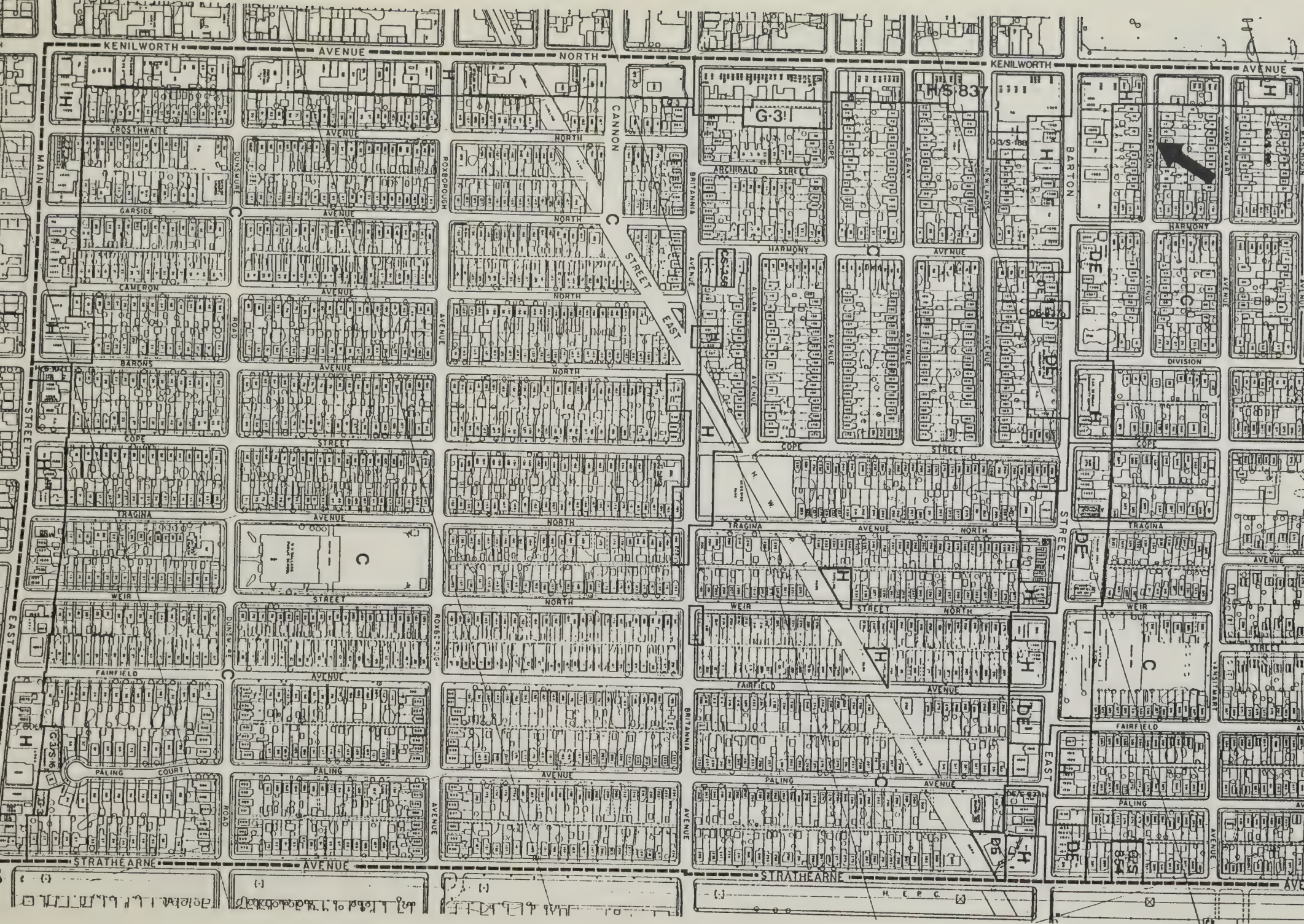
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a request from Mr. E. Harris, No. 19 Harrison Avenue, that the reserved "Permit Parking" space on the south side of the street opposite his home be removed. The regulation was originally requested by Mr. Harris and approved by City Council on 1989 November 28.

Mr. Harris has contacted the Traffic Department to advise that he is moving and no longer needs the reserved parking space. Therefore, the Traffic Department concurs with this request.


KENILWORTH AVENUE NORTH
KENILWORTH AVENUE
CROSTHWAITE AVENUE NORTH
GARSIDE AVENUE NORTH
CAMERON AVENUE NORTH
BARONS ROAD AVENUE NORTH
COPE STREET
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING COURT
PALING AVENUE
STRATHEARN AVENUE
STRATHEARN
MAIN STREET
EAST
CANNON STREET EAST
ROXBOROUGH AVENUE
DUNMORE AVENUE
BRITANNIA AVENUE
ARCHIBALD STREET
HARMONY AVENUE
ALLEN AVENUE
ALBANY AVENUE
MOORE AVENUE
BARTON STREET EAST
HARRISON AVENUE
DIVISION
TRANSMART AVENUE
H.E.P.C.
G-31
H/S 837

6.2(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 6

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Hanover Place (north leg) and Hanover Place (west leg) - Intersection Control. [TEC-203-91]

RECOMMENDATION:

a) That northbound traffic on Hanover Place (west leg) be required to stop for eastbound and westbound traffic on Hanover Place (north leg); and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

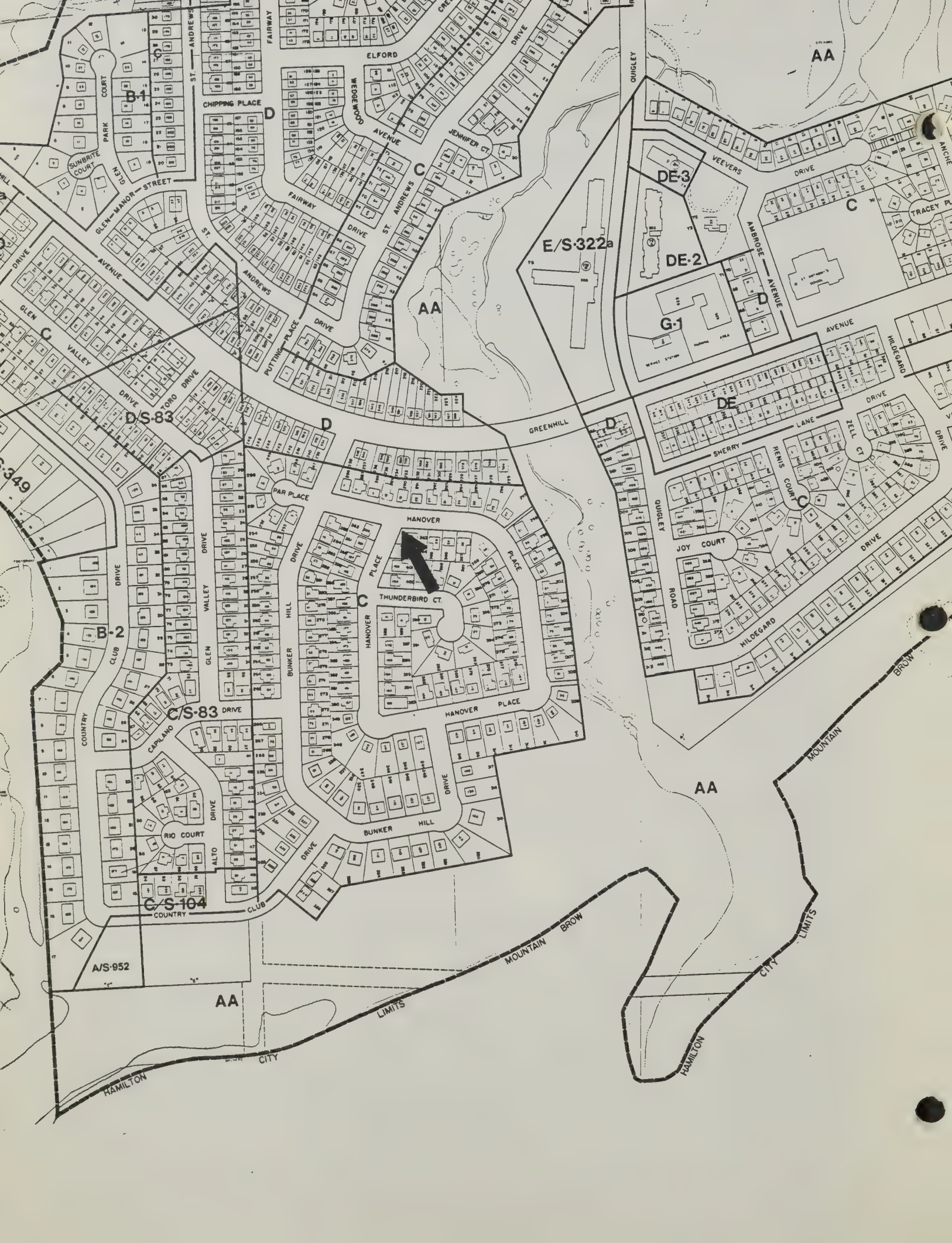
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request that three-way stop control be implemented at the intersection of Hanover (north leg) and Hanover (west leg).

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating extremely safely and three-way stop control could not improve upon this perfect collision record. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Hanover (west leg) would be required to stop for eastbound and westbound traffic on Hanover (north leg).


AA
B-1
C
D
ST. ANDREWS — STREET
CHIPPING PLACE
COURT
PARK
SUNBRITE COURT
GLEN — MANOR — STREET
ELFORD
DRIVE
WEDGEWOOD
AVENUE
JENNIFER CT.
CRE
FAIRWAY
ST. ANDREWS
DRIVE
PUTTING PLACE
GLEN VALLEY DRIVE
TORO DRIVE
D/S-83
E/S-322a
DE-3
DE-2
VEEVERS DRIVE
AMBROSE AVENUE
TRACEY PL
G-1
HILDEGARD AVENUE
DE
SHERRY LANE
ZELL CT
RENIS COURT
JOY COURT
QUIGLEY ROAD
GREENHILL
PAR PLACE
HANOVER PLACE
THUNDERBIRD CT.
HANOVER
BUNKER HILL DRIVE
B-2
CLUB GLEN DRIVE
COUNTRY CLUB DRIVE
C/S-83
CAPILANO DRIVE
RIO COURT
ALTO DRIVE
C/S-104
COUNTRY CLUB
A/S-952
MOUNTAIN BROW
CITY LIMITS
HAMILTON
C-349

6.2(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Jackson Street West and Pearl Street - Intersection Control. [TEC-209-91]

RECOMMENDATION:

a) That the direction of stop control at the intersection of Jackson Street West and Pearl Street be switched, such that westbound traffic on Jackson Street West would be required to stop for southbound traffic on Pearl Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

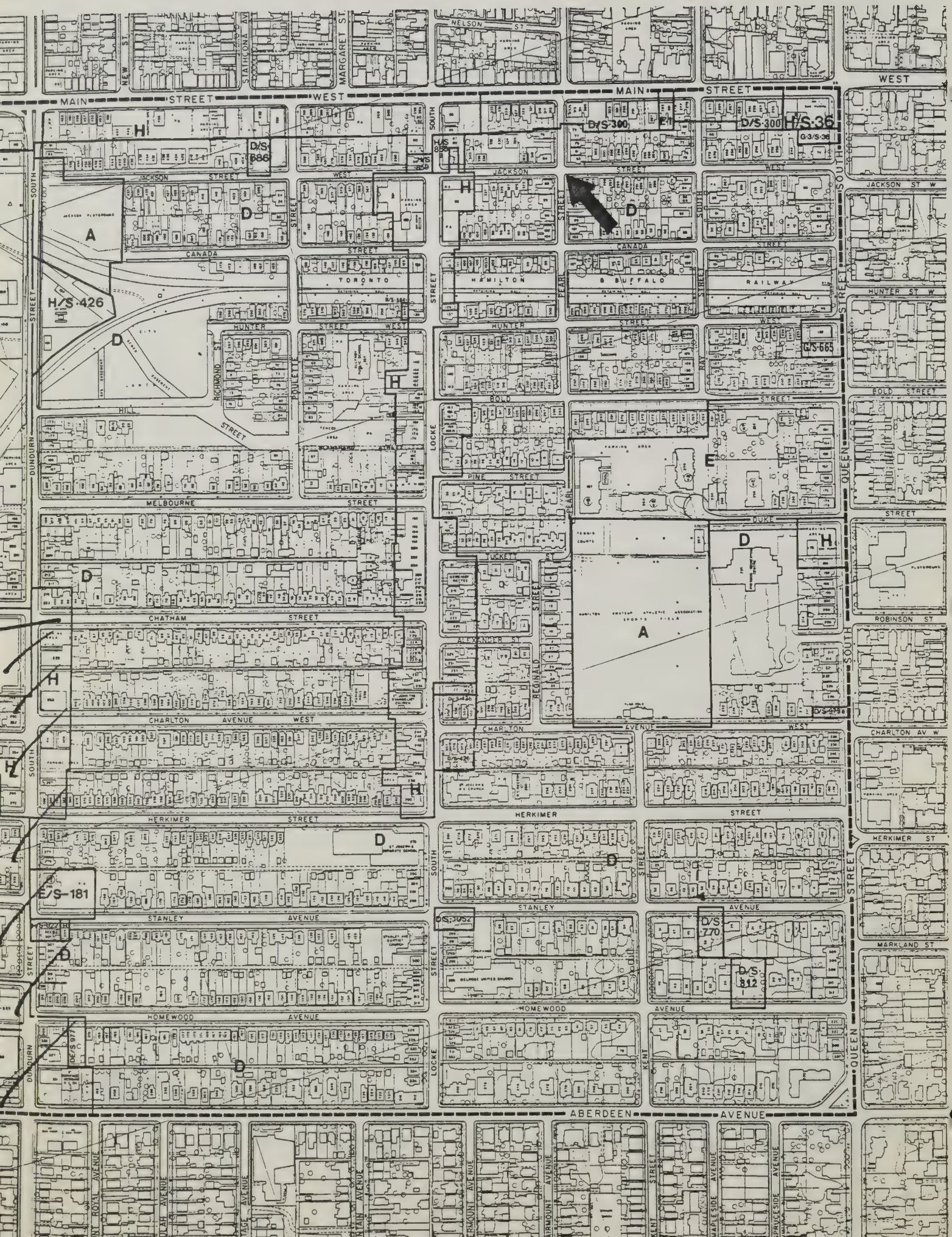
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss recently advised of a request that all-way stop control be implemented at the intersection of Jackson and Pearl. The subject intersection is a four-leg intersection of two one-way streets. Traffic Department records indicate that the intersection has experienced an average of 1.1 collisions per year over the past 7 1/2 years. This is a reasonably good collision record for this type of intersection.

The Traffic Department has concluded that all-way stop control is not warranted at this intersection at this time. However, a review of the existing stop control in this area has revealed that switching the direction of stop control at Jackson and Pearl would be beneficial to the stop control pattern on both of these streets. Therefore, the Traffic Department recommends that the direction of stop control at the intersection of Jackson and Pearl be switched from a southbound stop to a westbound stop.

90-Pk 97


MAIN STREET WEST
MAIN STREET
NELSON ST
NEW ST
STATHCONA AV
MARGARET ST
WEST
JACKSON STREET
JACKSON ST W
CANADA STREET
TORONTO STREET
HAMILTON
BUFFALO
RAILWAY
HUNTER STREET
HUNTER ST W
BOLD STREET
PINE STREET
DUKE STREET
TUCKETT ST
ALEXANDER ST
CHATHAM STREET
CHARLTON AVENUE WEST
CHARLTON AV W
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
MARKLAND ST
ROBINSON ST
ABERDEEN AVENUE
HILL STREET
MELBOURNE STREET
DUNDURN STREET SOUTH
RICHMOND ST
POULETTE
LOCKE STREET SOUTH
PEARL STREET
REGINALD STREET SOUTH
QUEEN STREET SOUTH
KENT STREET
H/S-426
H/S-36
D/S-300
D/S-886
D/S-665
D/S-1052
D/S-770
D/S-812
E/S-181
DE/S 977
A
D
E
H

6.2(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Magnolia Drive and Vanessa Court - Intersection Control. [TEC-208-91]

RECOMMENDATION:

a) That eastbound traffic on Vanessa Court be required to stop for northbound and southbound traffic on Magnolia Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Murray has advised of requests that three-way stop control be implemented at the intersection of Magnolia and Vanessa. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection.

However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Vanessa would be required to stop for northbound and southbound traffic on Magnolia.


SCENIC DRIVE
MOUNTAIN SANATORIUM
SAN FRANCISCO AVENUE
SANTA FE COURT
SANDREST COURT
GOULDING AVE.
CRESCENT RD.
SAN GRECO DRIVE
SAN FERNANDO DRIVE
SAN MARCO ST.
SAN PEDRO DR.
MALIBAN COURT
SAN MARINO CRESCENT
PAULO DR.
SCENIC DRIVE
KAREN CRES.
SAN DIEGO ST.
BEAMIS AVE.
SAN PEDRO DRIVE
MILLER AVE.
ARGO STREET
SAN ANTONIO AVENUE
SAN REMO DRIVE
VANESSA CT.
MINSTREL COURT
MAGNOLIA DRIVE
LAVINA CRESCENT
HAMILTON HEALTH
CHEDIAC DRIVE (PROPOSED)
SANATORIUM AVENUE
RICE
AA
B
B1
B2
C
DE
D/S 338
G/S-338
C/S-412
D/S-110
E-2/S-110
E/S-556
E-2/S-393

6.2(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection Control in the Rolston Neighbourhood. [TEC-205-91]

RECOMMENDATION:

a) That southbound traffic on West 18th Street be required to stop for eastbound and westbound traffic on Lynbrook Drive; and

b) That northbound traffic on Elgan Avenue be required to stop for eastbound and westbound traffic on Lynbrook Drive; and

c) That southbound traffic on Southlea Drive be required to stop for eastbound and westbound traffic on Lynbrook Drive; and

d) That westbound traffic on Silvercrest Drive be required to stop for northbound and southbound traffic on Southlea Drive; and

e) That eastbound traffic on Silvercrest Drive be required to stop for northbound and southbound traffic on Westmount Drive; and

f) That eastbound traffic on Bermuda Court be required to stop for northbound and southbound traffic on Mountbatten Drive; and

g) That northbound traffic on Sarasoda Avenue be required to stop for eastbound and westbound traffic on Miami Drive; and

h) That southbound traffic on Sarasoda Avenue be required to stop for eastbound and westbound traffic on Rolston Drive; and

i) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

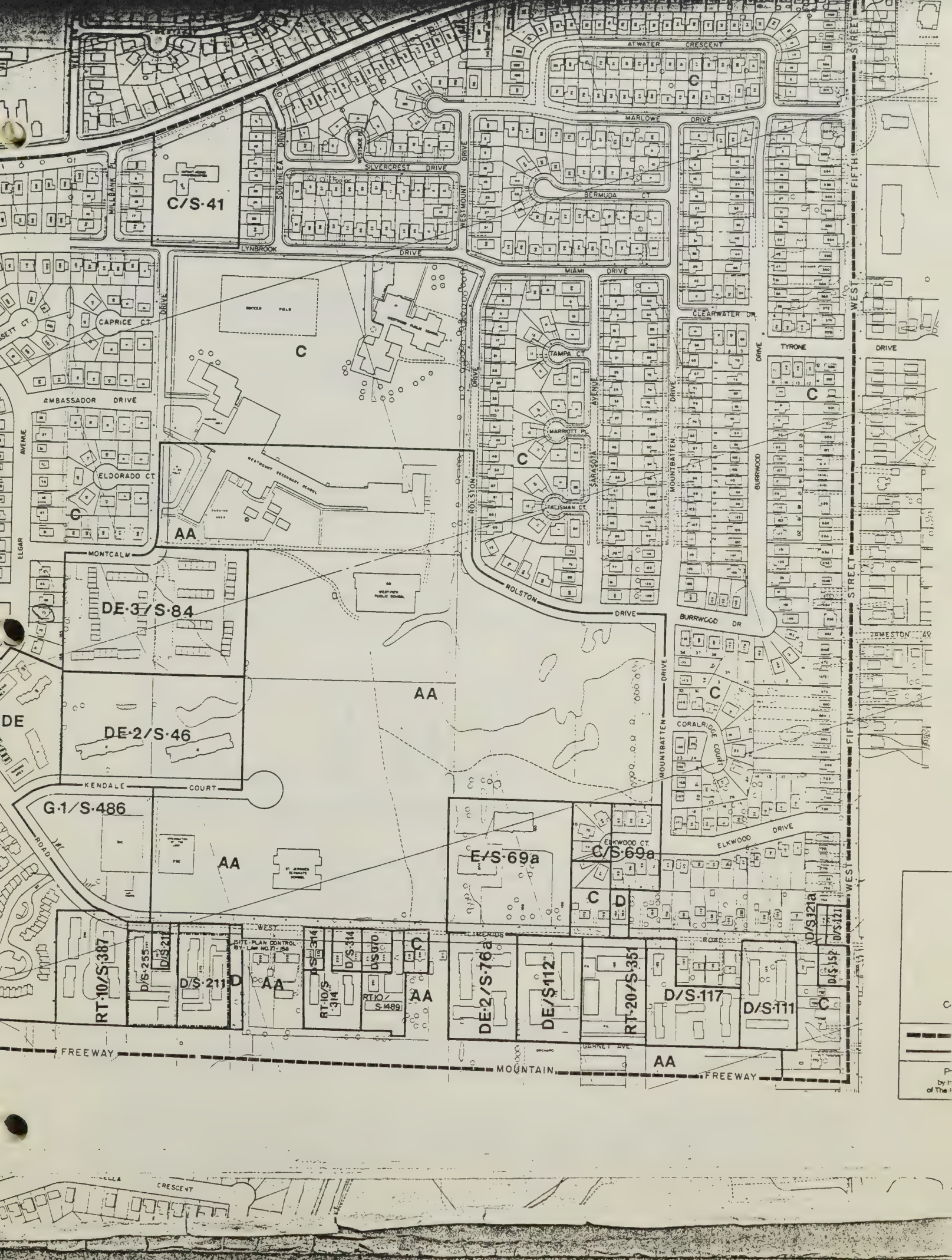
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Ron Farthing, General Foreman of the Public Works Department, that stop control be implemented at the intersection of Silvercrest and Westmount. The subject intersection is a "T" type intersection, and presently, eastbound traffic on Silvercrest is required to yield to northbound and southbound traffic on Westmount.

There has been an ongoing program to implement stop signs in place of yield signs on local residential streets. This program has been successful in reducing the number of collisions by approximately 50% in other neighbourhoods. Although there has not been a documented collision problem at any of these locations, it would be appropriate to replace seven yield signs with stop signs within the Rolston Neighbourhood.


ATWATER CRESCENT
MARLOWE DRIVE
SILVERCREST DRIVE
BERMUDA CT.
LYNBROOK DRIVE
MIAMI DRIVE
CLEARWATER DR.
TYRONE DRIVE
TAMPA CT.
MARRIOTT PL.
SARASOTA AVENUE
TALISMAN CT.
ROLSTON DRIVE
BURRWOOD DR.
MONTCALM
ELDORADO CT.
CAPRICE CT.
AMBASSADOR DRIVE
KENDALE COURT
CORALRIDGE COURT
ELKWOOD CT.
ELKWOOD DRIVE
LAKERIDGE ROAD
FIFTH STREET WEST
MOUNTBATTEN DRIVE
SOUTHLEA DRIVE
WESTMOUNT DRIVE
MILLBANK PL.
ELGAR AVENUE
C/S·41
DE·3/S·84
DE·2/S·46
G·1/S·486
E/S·69a
C/S·69a
D/S·121a
RT·10/S·387
D/S·211
RT·10/S·314
RT·10/S·489
DE·2/S·76a
DE/S·112
RT·20/S·351
D/S·117
D/S·111
AA
C
D
DE
FREEWAY
MOUNTAIN FREEWAY

6.3(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 19

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Greenhill Avenue and Quigley Road - Request for a School Crossing Guard **(TEC-214-91)**

RECOMMENDATION:

That a School Crossing Guard be assigned to the intersection of Quigley Road and Greenhill Avenue to cross children during the morning, lunch time, and evening crossing periods.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any location in the City is approximately $6,000 and no funds have been budgeted in the 1991 Traffic Department budget for additional School Crossing Guards. However, funds are available to cover the cost of assigning a guard to the intersection of Greenhill Avenue and Quigley Road for the last three months of 1991, due to savings resulting from staff vacancies.

BACKGROUND:

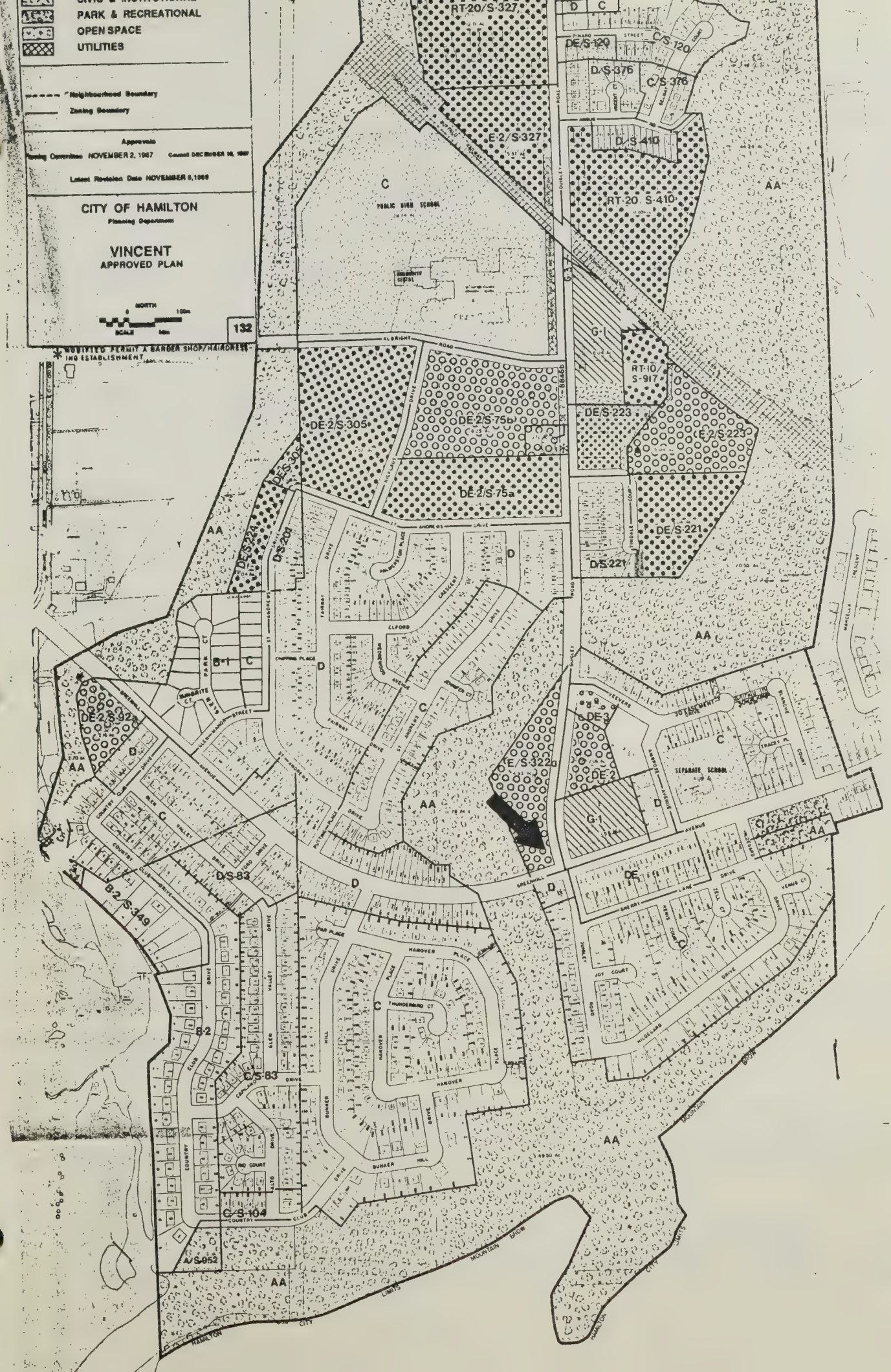
Alderman Dominic Agostino has asked the Traffic Department to investigate the need for a School Crossing Guard at the intersection of Quigley Road and Greenhill Avenue. The Traffic Department conducted studies at this intersection on 1991 September 12.

It was observed that; 27 children crossed Quigley Road and 16 children crossed Greenhill Avenue in the morning crossing period, 9 children crossed Quigley Road and 12 children crossed Greenhill Avenue in the lunch dismissal period, 22 children crossed Quigley Road

and 6 crossed Greenhill Avenue in the lunch entry period, and 27 children crossed Quigley Road and 13 children crossed Greenhill Avenue in the evening crossing period. Thus, there was a total of 85 crossing movements by children across Quigley and 47 crossing movements by children across Greenhill during the 2 hour, 5 minute study.

The subject intersection is presently controlled by a 4-way stop. Traffic volumes on Quigley Road north of Greenhill were observed to be approximately 400 vehicles per hour in the morning, 200 vehicles per hour during the lunch time crossing periods and 300 vehicles per hour in the evening crossing period, while volumes on Greenhill west of Quigley were approximately 750 vehicles per hour during the morning, 350 vehicles per hour during the lunch time crossing periods, and 500 vehicles per hour during the evening crossing period. Approximately 50 percent of all motorists that entered this intersection turned rather than proceeded straight through.

Observations indicate that children crossing this intersection experienced delays and had problems crossing due to the large number of turning vehicles. In particular, eastbound motorists on Greenhill Avenue who turned left onto Quigley Road normally did not yield the right-of-way to children crossing in the north crosswalk. For this reason, the Traffic Department recommends that a School Crossing Guard be assigned the intersection of Quigley Road and Greenhill Avenue during the morning, lunch time and evening school crossing periods.


PARK & RECREATIONAL
OPEN SPACE
UTILITIES
Neighbourhood Boundary
Zoning Boundary
Approvals
Latest Revision Date NOVEMBER 8, 1968
CITY OF HAMILTON
Planning Department
VINCENT
APPROVED PLAN
NORTH
SCALE
132
MODIFIED PERMIT A BARBER SHOP/HAIRDRESSING ESTABLISHMENT
RT-20/S-327
E-2/S-327
C
PUBLIC HIGH SCHOOL
D/S-120
C/S-120
D/S-376
C/S-376
D/S-410
RT-20/S-410
AA
G-1
RT-10/S-917
DE/S-223
E-2/S-223
DE-2/S-305
DE-2/S-75b
DE-2/S-75a
DE/S-221
D/S-221
DE/S-224
D/S-201
B-1
DE-2/S-92a
E/S-322b
DE-3
DE-2
SEPARATE SCHOOL
G-1
DE
D/S-83
B-2/S-349
B-2
C/S-83
C/S-104
A/S-952
THUNDERBIRD CT
HANOVER PLACE
BUNKER HILL DRIVE
JOY COURT
MOUNTAIN BROW
CITY LIMITS
HAMILTON

6.3(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 19

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Upper Paradise Road and Stonechurch Road - Request for a School Crossing Guard **(TEC-216-91)**

RECOMMENDATION:

a) That a School Crossing Guard not be assigned to the intersection of Upper Paradise Road and Stonechurch Road at this time; and

b) That the Traffic Department be directed to contact the Principal of Gordon E. Price Elementary School and request that students be instructed to cross with the School Crossing Guard at Stonechurch Road and Juliebeth Drive when crossing Stonechurch Road in this area.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any location in the City is approximately $6,000. No funds have been budgeted in the 1991 Traffic Department budget for additional School Crossing Guards.

BACKGROUND:

Alderman Don Ross and the Board of Education for the City of Hamilton have requested the Traffic Department to examine the need for a School Crossing Guard at the intersection of Stonechurch Road and Upper Paradise Road, to serve Gordon E. Price School, 11 Guildwood Drive, which opened on 1991 September 3.

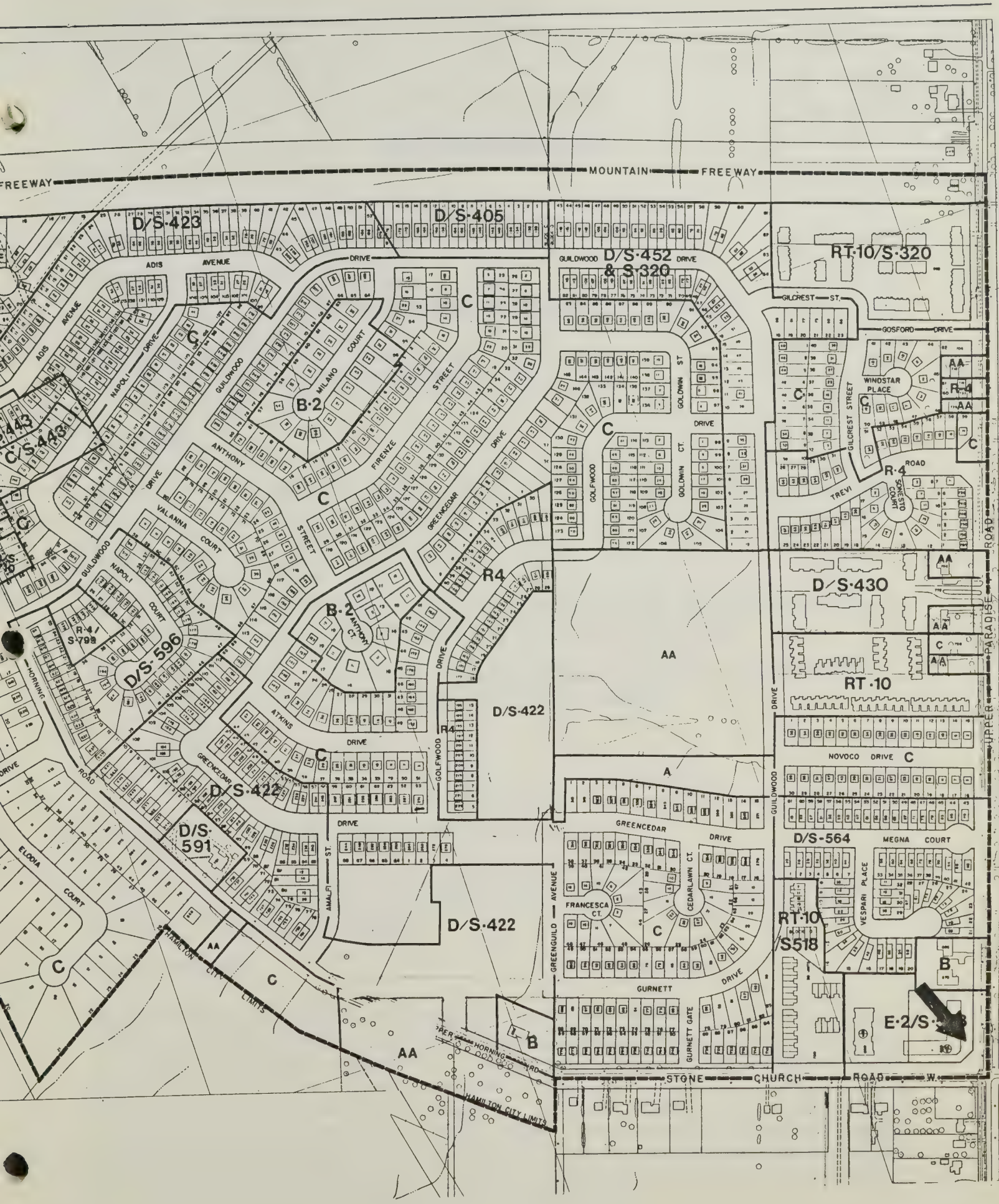
The Traffic Department conducted studies at this location on 1991 September 11. It was observed that 12 children crossed Upper Paradise and 8 crossed Stonechurch in the morning crossing period, 7 children crossed Upper Paradise and 2 children crossed

Stonechurch in the lunch dismissal period, 3 children crossed each street during the lunch entry period, and 7 children crossed Upper Paradise and only 1 child crossed Stonechurch in the evening crossing period. None of the children crossing during the lunch time periods appeared to be attending Gordon E. Price School, and only approximately 3 children crossing during the morning and evening periods appeared to be from this school. Thus, there was a total of 29 crossing movements by children across Upper Paradise and 14 crossing movements by children across Stonechurch during this 2 hour, 40 minute study.

Traffic volumes on Stonechurch Road were approximately 500 vehicles per hour during the morning and evening crossing periods, and approximately 250 vehicles per hour during the lunch hour, while morning and evening volumes on Upper Paradise were approximately 700 vehicles per hour and lunch time volumes were approximately 400 vehicles per hour. Traffic Department observations indicate that the few children that crossed at this intersection crossed confidently with the gaps in traffic created by the 4-way stop control installed at the intersection.

Traffic Department records indicate that there have been no pedestrian motor vehicle collisions reported at this location in the past 16 years. This is an excellent record which could not be improved upon by assigning a School Crossing Guard to the location. In addition, there is a School Crossing Guard at the intersection of Juliebeth and Stonechurch, one block to the west. Therefore, since concerns were expressed for the safety of children from Gordon E. Price Elementary School, it is recommended that the Traffic Department contact the Principal of this school and request that students be instructed to cross Stonechurch Road with the Guard at Juliebeth.

For these reasons the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Stonechurch Road and Upper Paradise Road at this time.


MOUNTAIN FREEWAY
FREEWAY
D/S-423
D/S-405
D/S-452 & S-320
RT-10/S-320
ADIS AVENUE
NAPOLI DRIVE
GUILDWOOD DRIVE
MILANO COURT
FIRENZE STREET
ANTHONY DRIVE
VALANNA COURT
GREENCEDAR DRIVE
ATKINS DRIVE
GOLDWIN ST
GOLDWIN CT.
GOLFWOOD DRIVE
GILCREST ST.
GILCREST STREET
GOSFORD DRIVE
WINDSTAR PLACE
TREVI ROAD
SORENTO COURT
D/S-430
RT-10
NOVOCO DRIVE
D/S-564
MEGNA COURT
VESPARI PLACE
RT-10/S-518
GREENGUILD AVENUE
FRANCESCA CT.
CEDARLAWN CT.
GURNETT DRIVE
GURNETT GATE
D/S-422
D/S-596
R-4/S-798
D/S-591
D/S-443
C/S-443
ELOOIA COURT
HAMILTON CITY LIMITS
HORNING ROAD
STONE CHURCH ROAD W.
UPPER PARADISE ROAD
E-2/S-
B-2
R4
AA
A
B
C

6.3(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 20

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Queenston Road and Woodman Drive - Request for a School Crossing Guard **(TEC-215-91)**

RECOMMENDATION:

a) That a School Crossing Guard not be assigned to the signalized intersection of Queenston Road and Woodman Drive at the present time; and

b) That an additional study be conducted at this intersection early in 1992 when construction on Queenston Road in this area is complete.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any location in the City is approximately $6,000. No funds have been budgeted in the 1991 Traffic Department budget for additional School Crossing Guards.

BACKGROUND:

Alderman Dominic Agostino has advised of a citizen's request that a School Crossing Guard be assigned to the signalized intersection of Queenston Road and Woodman Drive. The Traffic Department conducted studies at this intersection on 1991 September 11. At that time Queenston Road was under re-construction from the Queenston Traffic Circle to Reid Avenue and on the bridge across the Red Hill Creek. As a result of this construction, traffic volumes on Queenston Road are estimated to have decreased by approximately 4,000 vehicles per day (16 percent) but turning volumes from Woodman Drive onto Queenston Road are likely higher than normal as a result of the closure of Pottruff Road at Queenston Road in the area of construction.

It was observed that 34 children crossed Queenston Road in the morning crossing period, 3 and 6 children crossed Queenston Road during the lunch dismissal and entry crossing periods, and 53 children crossed Queenston Road in the evening crossing period. Only 1 child was observed to cross Woodman Drive during the entire study. All children crossing at this intersection were observed to cross safely, confidently, and in complete obeyance of the traffic signals at this location. In addition, it was observed that turning motorists always yielded the right-of-way to the children crossing the intersection during our study.

Traffic Department records indicate that in the eight year period from 1983 to 1990, this intersection averaged approximately 5.4 motor vehicle collisions per year. This is the norm for a traffic signal controlled intersection in Hamilton. However, during the same time period there were no pedestrian collisions reported whatsoever. This is an excellent pedestrian collision history which could not be improved upon by assigning a School Crossing Guard to this location.

For the above reasons, the Traffic Department recommends that a School Crossing Guard not be assigned to the signalized intersection of Queenston Road and Woodman Drive at this time. However, the Traffic Department will again review conditions at this location early in 1992 after the construction on Queenston Road is completed and when traffic volumes have returned to normal. The Traffic Department will report back to the Committee with our findings at that time.


BELAND AVENUE
REID AVENUE
QUEENSTON AVENUE SOUTH
REID AVE. N
KNOWLES ST.
ROAD
LANE
STREET
B1
GARVEY CRESCENT
CHERRY ROAD
GARDENIA COURT
NARDI COURT
POTTRUFF ROAD SOUTH
POTTRUFF ROAD
POTTRUFF RD N
BURBANK COURT
BRYANT COURT
CARENE AVENUE
ROBROY DRIVE
ORKNEY DRIVE
NEWARK AVENUE
ORPHIR AVENUE
HEATHER ROAD
QUEENSTON ROAD
GAILMONT DRIVE
SUNRISE DRIVE
STARLIGHT ROAD
STAR AVE.
RAINBOW DRIVE
SECORD DRIVE
TWILIGHT CT.
LAURA CT.
WOODMAN DRIVE
ISAAC CT.
VERA CT.
GLEN ECHO DRIVE
EMPIRE COURT
LOYALIST DRIVE
DENTEN ST.
NASH ROAD
NASH ROAD SOUTH
E2/S-1
E2
G1
DE
C
D

6.4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Operation of Queen Street between Aberdeen Avenue and Main Street. [TEC-83-91]

RECOMMENDATION:

It is recommended;

a) That Queen Street continue to operate one-way southerly in the section north of Herkimer Street; and

b) That the City Council request the Regional Council to prohibit northbound right turns from Queen Street to Aberdeen Avenue between the hours of 7:00 a.m. and 9:00 a.m., Monday to Friday; and

c) That the effect of the prohibition of northbound left turns from James Street to Markland Avenue be monitored by the Director of Traffic Services.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The financial implications are summarized independently for each of the three scenarios considered. Queen Street is a Regional Road, and therefore not under the jurisdiction of the City of Hamilton.

BACKGROUND:

At the meeting of 1991 February 04 of the Transport and Environment Committee, the Committee passed a resolution as follows:

"That the matter of the right hand turn prohibition from Queen to Aberdeen be tabled pending further study by staff and submission of a staff report regarding the feasibility of two-way traffic along Queen Street from the Brow to Main Street."

At the present time, the portion of Queen Street between Herkimer Street and the northerly end is operated one-way southerly.

The section of Queen between Aberdeen and Herkimer is constructed as a four lane cross-section, and the section north of Herkimer is a three lane cross-section.

For the purpose of this analysis, four different courses of action have been assessed to determine the relative impacts and consequences of various courses of actions subsequently, an alternative which would have involved the widening of Queen Street to accommodate two-way traffic movement was, in consultation with the Regional Engineering Department, rejected as being too expensive and too environmentally damaging.

This report is a conceptual assessment only of three possible scenarios, and detailed design and cost estimates would be necessary to accurately assess actual costs and impacts.

SCENARIO 1: THE PRESENT SITUATION - QUEEN STREET ONE-WAY NORTH OF HERKIMER STREET

ASSUMPTIONS:

It is assumed that;

- The intent is to minimize through traffic from the local streets south of Herkimer Street in the Durand Neighbourhood; but to retain traffic on the "principal" streets, as defined in the Durand Neighbourhood traffic plan. This would result in minimizing through traffic from Aberdeen between Bay and Queen, and from Bay between Aberdeen and Herkimer by prohibiting right turns from Queen to Aberdeen. No attempt would be made to re-route through traffic from Charlton Avenue, Herkimer Street or Bay Street north of Herkimer Street.

- The one-way operation of Queen Street would remain unchanged.

- Northbound right turns from Queen to Aberdeen could be prohibited on a full-time or part-time basis.

- Markland Street could be physically closed west of Bay Street.

ANALYSIS:

At present, Queen Street is operated one-way southerly to Herkimer Street, and is in effect paired with Bay Street which operates one-way northerly. The section south of Herkimer Street is 4 lanes in width, which results in 12,000 vehicles per day being carried

southbound, and the same northbound volume being more or less equally split via Queen/Herkimer/Bay and via Aberdeen/Bay. Approximately half the traffic is to and from the Queen Street Hill, and half to and from Aberdeen Avenue to the west.
The land uses on each of the two alternative routes are almost identical, being predominantly a mixture of single and multiple dwellings. Thus, diverting traffic from one street to the other would merely transfer the traffic impact to different people.

IMPACTS:

The following impacts exist in SCENARIO 1.

- The one-way operation of Queen and Bay Streets results in the safest, most efficient and highest capacity movement of motorists between the Queen Street Hill and from Aberdeen Avenue to the west, to and from the Central Business District.

- Through traffic is fundamentally carried by the one-way pair of Queen and Bay.

- Bay Street is in the middle of the Durand Neighbourhood. The portion of Bay north of Herkimer Street is designated as a "principle street" in the Durand Neighbourhood traffic plan, but the section of Bay south of Herkimer and the section of Aberdeen between Queen and Bay are not so designated.

- The volume of traffic on Bay south of Herkimer and on Aberdeen between Queen and Bay could be reduced by about 30% over the 24 hour period by prohibiting northbound right turns from Queen to Aberdeen. This would create a very circuitous movement for local residents attempting to access various locations on portions of Aberdeen, Markland, Bruce and Hess from this direction, although the volume of movements would be relatively small.

- The closure of Markland west of Bay would remove 40% of the present traffic volume from Markland, since this is through traffic. These movements would be relocated to Charlton Avenue and to Fennell Avenue.

- The cost of implementing this scenario would be negligible in the initial stage, and would depend on the nature of the road closure treatment (landscaping) of Markland in the permanent stage.

SCENARIO 2: QUEEN STREET ONE-WAY NORTH OF HERKIMER, BUT FULL CLOSURE OF ABERDEEN EAST OF QUEEN

ASSUMPTIONS:

It is assumed that;

- The intent is to remove through traffic from the local streets south of Herkimer Street in the Durand Neighbourhood; but to retain traffic on the "principal" streets, as defined in the Durand Neighbourhood traffic plan. This would result in removing through traffic from Aberdeen between Bay and Queen, and from Bay between Aberdeen and

Herkimer by a full closure of Aberdeen east of Queen. No attempt would be made to re-route through traffic from Charlton Avenue, Herkimer Street or Bay Street north of Herkimer Street.

- Markland Street could be physically closed west of Bay Street.

ANALYSIS:

At present, Queen Street is operated one-way southerly to Herkimer Street, and is in effect paired with Bay Street which operates one-way northerly. The section south of Herkimer Street is 4 lanes in width, which results in 12,000 vehicles per day being carried southbound, and the same northbound volume being more or less equally split via Queen/Herkimer/Bay and via Aberdeen/Bay. Approximately half the traffic is to and from the Queen Street Hill, and half to and from Aberdeen Avenue to the west.

The land uses on each of the two alternative routes are almost identical, being predominantly a mixture of single and multiple dwellings. Thus, diverting traffic from one street to the other would merely transfer the traffic impact to different people.

IMPACTS:

The following impacts exist in SCENARIO 2.

- The one-way operation of Queen and Bay Streets results in the safest, most efficient and highest capacity movement of motorists between the Queen Street Hill and from Aberdeen Avenue to west to and from the Central Business District.

- Northbound through traffic would be physically re-routed from the Aberdeen/Bay route to the Queen/Herkimer/Bay route.

- Access to the area south of Herkimer Street would become considerably more circuitous. The Fire Department has indicated that a cursory review of this proposal indicates that it is not acceptable to them, but alternative access provisions could be explored.

- The closure of Markland west of Bay would remove 40% of the present traffic from Markland, since this is through traffic. These movements would be re-located to Charlton Avenue and to Fennell Avenue.

- Aberdeen Avenue between Queen and Bay would be operated two-way.

- Parking would be prohibited from the east side of Queen between Aberdeen and Herkimer, and stopping would be prohibited during morning and evening rush hour periods.

- Stopping would be prohibited on both sides of Herkimer between Queen and Bay during the morning and evening rush-hour periods.

- A new traffic signal would be required at the intersection of Queen and Herkimer.

- The traffic island at Aberdeen and Bay would be removed.

- The traffic island at Queen and Herkimer would be modified.

- The total cost would be: $20,000 for island modifications; $60,000 for traffic signals, and signing; $5,000 for temporary closures; an amount to be determined if permanent closures of Markland and Aberdeen take place.

SCENARIO 3: QUEEN STREET TWO-WAY FROM ABERDEEN TO MAIN WITH NO ROAD WIDENING

ASSUMPTIONS:

It is assumed that;

- No changes would be made to the design of Queen Street other than to improve curb radii to accommodate two-way operation, and to alter the island at Queen and Herkimer.

- The existing southbound left turn volume from Queen to Herkimer should continue to be accommodated at all times of the day.

ANALYSIS:

Since the section of Queen between Main and Herkimer is only three lanes in width, the resulting two-way operation would provide only one lane in each direction plus a two-way left turn lane to accommodate significant turning volumes to the intersecting streets.

A major cost would be the cost of increasing the curb radii at three locations to allow all intersection turning movements which have not been provided or designed for under the present one-way operation of Queen Street.

Two-way operation would allow some relief on Bay Street for northbound vehicle movements, but a corresponding southbound volume would be diverted to other streets.

Two-way operation would compromise the capacity of the Queen Street Hill, and strategically, the reduction of Mountain Access capacity cannot be supported from a transportation viewpoint.

IMPACTS:

The following impacts would be inherent in SCENARIO 3.

- A prohibition of parking on the east side of Queen from Main to Herkimer would be necessary.

- A morning and evening rush hour stopping prohibition on both sides of Queen from Main to Herkimer would be necessary.

- Loading operations would be extremely disruptive, since passing a stopped vehicle at any time of the day would require that the manoeuvre be made using the two-way left turn lane.

- The bus route would cause severe delays for traffic southbound in the single lane, since all traffic would have to stop behind buses at the stops at Canada Street, Duke Street, Charlton Avenue and Stanley Avenue. These delays would reduce the southbound capacity of Queen Street to less than 1,000 vehicles per hour during the evening rush hour period. The present volume is 1,240 vehicles per hour.

- Southbound traffic presently using Queen Street would, in part, be re-routed to James Street, Caroline Street, Locke Street and Dundurn Street, thus compounding existing problems on these streets at such locations as Main and James, Aberdeen and Dundurn and other locations.

- A new traffic signal would be required at the intersection of Queen Street and Herkimer Street.

- The volume of through traffic on Herkimer Street between Dundurn Street and Queen Street would increase.

- To some extent, northbound traffic would be re-routed from Bay Street but capacity limitations on Queen Street would result in significant northbound volumes continuing to use Bay Street.

- Only one lane of traffic could turn onto Queen Street from Hunter Street (presently 3 lanes) and from Charlton Avenue (presently 2 lanes).

- Only one lane of traffic could travel southerly from Queen north of Main Street to south of Main Street (presently 3 lanes permitted).

- Two-way operation v/s the present one-way operation of Queen Street would increase the collision rate on Queen Street by 50 to 60%. Far fewer crossing gaps would be available for motorists and pedestrians.

- The costs of reverting to two-way operation would include the following: re-construction of curb radii at three locations, and re-design of the island at Queen and Herkimer - $40,000; re-design of traffic signals and signs for two-way operation - $145,000.

SUMMARY OF CONCLUSIONS:

SCENARIO 1:

This scenario would be the safest and most efficient way to accommodate traffic in this corridor. The closure of Markland west of Bay would reduce traffic on Markland by 40% and re-route the through traffic to Fennell Avenue and to Charlton Avenue. The prohibition of northbound right turns would reduce through traffic on Aberdeen/Bay south of Herkimer by 30%. The costs of this alternative involve only the Markland road closure, and minor signing changes, and are very low.

SCENARIO 2:

This scenario would be equal to scenario 1 in terms of safety but would be less efficient and would limit capacity to and from the mountain access route of the Queen Street Hill. The closure of Aberdeen east of Queen would eliminate all through traffic on Aberdeen and on Bay south of Herkimer, but this through traffic would merely be diverted to the Queen/Herkimer/Bay route which has the same land uses as the other route. Since this scheme would significantly reduce accessibility to the area south of Markland Street, a full public participation program would be appropriate. The Markland closure could be part of this scheme as well. The costs of this alternative would be $85,000 in the experimental stage, and an additional amount if the temporary road closures were made permanent and landscape.

SCENARIO 3:

This alternative would severely reduce the capacity of Queen Street to carry southbound traffic, and would transfer southbound traffic to other streets such as Caroline Street, Locke Street and Dundurn Street. The existing congestion on Queen Street would be considerably increased, and the collision rate would increase by 50% to 60%.

The operation of buses in the single available lane for southbound operation would be extremely disruptive, as would any one street loading operation on either side of the street. The limited northbound capacity of Queen Street would result in Bay Street still being used heavily by northbound traffic. The cost of this alternative would be $185,000. This alternative could be supplemented with the closure of Markland east of Queen Street, which would be the only positive way of removing through traffic from Aberdeen east of Queen, and Bay from Aberdeen to Herkimer. This would entail additional costs.

Since this alternative would significantly reduce and limit the capacity of the Queen Street Hill, which is one of the few available Mountain Access routes, it is strongly recommended that this scenario be rejected.

6.5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Pedestrian Crossing Protection in Hamilton. [TEC-65-91]

RECOMMENDATION:

a) That the form of pedestrian crossing protection known as a "half-signal" be approved for use in Hamilton; and

b) That this report be forwarded to the Regional Council; and

c) That the Council of the Regional Municipality of Hamilton-Wentworth be requested to approve the use of the "half-signal" in Hamilton-Wentworth; and

d) That the Regional Council be requested to make formal application to the Minister of Transportation, Ontario to request a change in the Highway Traffic Act to make the use of half-signals legal in Ontario, or to allow a demonstration project in Hamilton-Wentworth; and

e) That the Director of Traffic Services be directed to develop installation warrants and standards for the use of the half-signal; and

f) That the Director of Traffic Services be directed to develop a program for the installation of half-signals in Hamilton-Wentworth.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial, short term: None.

Financial, long term: It is likely that most of the locations which are identified as candidates for half-signal installation will be on Regional roads. There may be a small number identified on City roadways at $30,000 per installation. In addition, $10,000-$20,000 would be required for a introductory educational campaign.
The use of half-signals rather than full traffic signals would reduce installation costs from $65,000 per location to $30,000 per location.

Staffing: All evaluation and design work will be done in-house. However, evaluating the applicability of a large number of locations in Hamilton-Wentworth will divert resources from other traffic counting and traffic studies activities.

Legal: While commonly used in a number of western Canadian and American cities, the half-signal is presently not a permitted device under the Highway Traffic Act of the province of Ontario. Therefore application to the Ministry of Transportation for revision of the Highway Traffic Act or permission to install the device on an experimental basis will be required prior to proceeding with a program.

BACKGROUND:

A. ORIGIN

At the 1990 August 20 meeting of the Transport and Environment Committee, the Committee directed the Director of Traffic Services to prepare a report on "a pedestrian crossover system using the Greenhill Avenue/Monte Court intersection as pilot project". An interim status report was forwarded to the Committee on 1990 November 26.

B. TECHNICAL INVESTIGATION

The scope of the Traffic Department investigation was to consider devices which provide more protection for pedestrians than a simple painted crosswalk but are less restrictive and interfere less with vehicular traffic than a full traffic control signal.

A detailed report explaining the alternatives and the evaluation process is entitled "Active Pedestrian Crossing Systems for Hamilton-Wentworth" and is attached to this Committee report as Appendix A.

Three alternatives were reviewed. These were pedestrian crossovers (PXOs), half-signals, and unwarranted actuated full traffic signals. Detailed descriptions of the three systems are in section G of Appendix A.

Factors considered in the evaluation included:
- pedestrian safety and perception of safety
- service level (wait before crossing) provided to pedestrians
- status and use of these type of devices in other municipalities in southern Ontario

- driver expectation
- costs (installation, maintenance and subsidy)
- impact on arterial and neighbourhood traffic flows
- enforcement and education costs associated with implementing a program
- applicability of each of the devices to Hamilton

C. "HALF-SIGNALS" - SUMMARY OF ADVANTAGES AND DISADVANTAGES

Based on considerations of pedestrian safety and on the other factors reviewed, the best choice of pedestrian protection device for Hamilton-Wentworth at locations where a conventional traffic signal is not warranted is the half-signal.

The brief explanation for this conclusion is a) that half-signals will provide the safety benefits of full traffic signals at less than one-half the cost and without attracting added through traffic to neighbourhood streets; b) that half-signals should be safer than PXOs for pedestrians in Hamilton; and c) that half-signals have a much wider range of applicability than PXOs while not requiring continuing enforcement and education campaigns.

The half-signal is a common traffic control device in a number of cities in western Canada and the United States.

Following is the detailed comparison of the half-signal with the other two candidate devices.

C.1. Advantages

- Pedestrian safety: Based on the available information, pedestrian safety levels are predicted to be higher for a half-signal than for a PXO and similar to a full traffic signal. However, these predictions are based on half-signals in service in western Canada. These results would have to be proven in Hamilton.

- Standardized traffic control devices: Uses standard traffic control devices (the red-amber-green, three-section traffic signal head and stop sign), as does the full traffic signal. This is particularly important for two reasons:
  a) that the pedestrian crossing protection system would be completely new to Hamilton drivers; and
  b) that Hamilton is close enough to the U.S. border to have drivers using our street system who are unfamiliar with unusual traffic control devices (such as the PXO).

  Also, there are relatively few PXOs near Hamilton (the closest ones are in Guelph or Oakville) to provide driver experience.
  On this basis, the half-signal is superior to the PXO and equivalent to the full traffic signal.

- Positive guidance to motorists: The half-signal uses the red traffic signal. The meaning of the red signal is universal and unambiguous. This provides the highest level of pedestrian safety. The PXO uses a flashing amber signal which may be confused with other, very different meanings of the flashing amber, such as night-

time flashing at traffic signals or warning beacons, and which does not always mean "stop".

- Positive guidance to pedestrians: The half-signal has pedestrian indications telling pedestrians when to start crossing the roadway. The PXO does not have pedestrian indications of any type.

- Neighbourhood through traffic: The half-signal retains the stop sign on the neighbourhood street. This is in many cases preferable to the full traffic signal which makes access easier to the arterial road and may attract through traffic to the neighbourhood street.

- Applicability: Much wider range of applicability than a PXO. A PXO should not be installed on one-way streets of more than three lanes, on two-way streets of more than four lanes or on divided roadways or on roadways with high volumes or speed limits greater than 60 km/h. The situations for which the PXO is excluded are typically the ones where pedestrians have the greatest difficulty crossing.

- Installation and maintenance costs, subsidy: The half-signal is much less expensive than a full traffic signal at $30,000 per installation for a half-signal versus $65,000 per installation for a full traffic signal. The associated maintenance costs are similarly one-half or less. It is not anticipated that provincial subsidy would be available for either type of installation but subsidy for the half-signal could be pursued with the province at a later date.

- Reliability: The half-signal has less complex equipment than the full traffic signal and can be expected to be more reliable. The PXO has a similar level of complexity to the half-signal, so these two devices should have similar reliability.

- Education/Enforcement: As the half-signal is comprised of standard traffic control devices, a one-time program of education and selective enforcement is seen as adequate to aid the introduction of the device. The program could cost $10,000-$20,000.
  The PXO would require an initial public information program which could cost an estimated $20,000 or more as well as additional police enforcement estimated at $30,000. In addition, other municipalities have found that continuing annual information programs, along with significant amounts of continued police enforcement are required to maintain driver compliance. Even with education and enforcement, jurisdictions such as Metro Toronto have found many drivers and pedestrians performing unsafe manoeuvres near PXOs.
  The full traffic signal, used for pedestrians, requires no additional education or enforcement effort to successfully implement.

- Public acceptance: The PXO is generally well accepted initially. However, many locales have found that when a pedestrian is injured, the PXO is blamed (usually unfairly) and a full traffic signal is requested. The public perception is that the flashing amber display does not adequately force motorists to stop when required. The half-signal would provide a higher level of public confidence, due to the positive nature of the red signal display.

- Staging: The minimum number of pedestrian crossing devices to be installed initially depends on the type of device. As the PXO is unfamiliar to Hamilton motorists, it is suggested that a large number (perhaps 20 or more) would have to be installed initially to aid in training motorists. With the half-signal, this may not be necessary. Thus, the half-signal would allow more flexibility in the choice of an installation program, and would not create a cash flow problem.

C.2 Disadvantages

- Legality: The half-signal is not presently legal under the Highway Traffic Act of Ontario. Application to the Ministry of Transportation of Ontario would be required. The device is a recognized traffic control device added to the Canadian Manual of Uniform Traffic Control Devices in 1987. The half-signal is in common use in Saskatchewan, Alberta, British Columbia and such U.S. cities as Seattle and Kansas City. As such, the province would have to give serious consideration to Hamilton's request. The request to the province would likely gain support from other municipalities, particularly Ottawa-Carleton.

- Possible driver confusion. The use of a stop sign and a traffic signal at the same intersection may cause driver confusion and/or collisions.
  However, experience in other Canadian and U.S. cities has shown this not to be a significant problem. Hamilton Traffic Department staff have observed the operation of a half-signal installation in British Columbia and believe that the concept can be successfully implemented in Hamilton. In fact, there are at least two locations in Hamilton, approved by the Ministry of Transportation of Ontario, which combine a stop sign with a traffic signal (Summers Lane at King Street and Kenilworth at Vansitmart) and both operate well.
  The PXO, when used at an intersection, combines the use of a stop sign with a flashing amber indication, and this does not appear to be a operational drawback. Thus, the most commonly stated objection to the half-signal does not appear to be well founded.

- Pedestrian service (waiting time): Depending on method of operation, the half-signal may not be quite as efficient as the PXO in terms of the length of time a pedestrian must wait before crossing. The half-signal is equal to or better than the full traffic signal in this respect.

- Cost: A half-signal installation is more expensive than a PXO, at $30,000 per half-signal installation versus $17,600-$25,500 per PXO installation.

- Vehicular service: A half-signal is slightly more restrictive than a PXO. At the PXO, a driver can proceed if the pedestrian is not on the driver's half of the roadway. At a half-signal, the driver *must* stop if the signal is red. Pedestrians would consider this an advantage, however.

D. RECOMMENDATIONS

Summarizing the above factors, the half-signal is applicable to a wider range of road conditions than a PXO, should provide a safer crossing for pedestrians than the pedestrian crossover, and has a much lower cost than a full traffic signal. It is therefore recommended that the half-signal should be considered as the type of pedestrian crossing device for Hamilton to fit in the hierarchy of crossing protection between unprotected painted crossings and traffic signals.

As the province presently does not permit the installation of half-signals, despite their successful use in a number of western municipalities, application will have to be made to the province for a change in the Highway Traffic Act, or permission to proceed with installations on an experimental basis.

At the same time, the Traffic Department can proceed with development of warrants for the installation of half-signals and from the warrants prepare a priority listing of eligible candidate locations for the consideration of the Committee.

Two other actions are recommended as extensions to the concept of using half-signals. 1) Non-intersection locations: Most pedestrian protection requirements are at intersections. However, if a midblock pedestrian protection device is warranted, the recommended device would be a midblock traffic signal. This is essentially the half-signal without the side street stop signs. 2) Use of full traffic signals: If, at an intersection, a half-signal installation is not operating satisfactorily, or if the volume of pedestrians and motor vehicles approaches the minimum required under the traffic signal installation warrants, an actuated, full traffic signal could be considered instead of a half-signal. Such a consideration would be based on the potential for future growth of pedestrian and motor vehicle volumes such that the signal would have been warranted anyway in the future. These decisions will be made on a site-specific basis and are not part of the overall program.

APPENDIX A OF
TRANSPORT AND ENVIRONMENT COMMITTEE REPORT TEC 65-91

ACTIVE PEDESTRIAN CROSSING SYSTEMS

FOR HAMILTON-WENTWORTH

1991 September 20

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A. INTRODUCTION

This report is an investigation of the alternatives for pedestrian crossing systems for Hamilton and for Hamilton-Wentworth. The report concentrates on locations which are presently not equipped with a traffic signal and for which a full, conventional traffic signal is not appropriate.

B. ORIGIN

At the Transport and Environment Committee meeting of 1990 August 20, the concept of a three-way stop at the intersection of Greenhill Avenue and Monte Court was discussed. The primary concern was pedestrians crossing Greenhill Avenue to access a playground. The Committee suggested that all-way stop control might give children a false sense of security and suggested instead, an investigation into "an overhead signalized crosswalk system" using this location as a pilot project.

On 1990 November 26 the Traffic Department provided an information report to the Committee (TEC-284-90) which is attached as Appendix C.

Regional Council at its meeting of 1990 September 18 approved the following recommendation of the Engineering Services Committee: "that the Traffic Commissioner examine certain criteria areas that qualify for various types of pedestrian crossings".

It is the purpose of this report to respond to the direction of the Transport and Environment Committee and of Regional Council.

C. PEDESTRIAN COLLISION HISTORY IN HAMILTON

C.1. Trends

Figure 1 shows that, in general, the number of pedestrian collisions in Hamilton-Wentworth Region has been declining steadily with time. There have been occasional reversals of that trend but the overall trend is to fewer collisions annually, despite an increase in the volume of vehicular and pedestrian traffic using the street system.

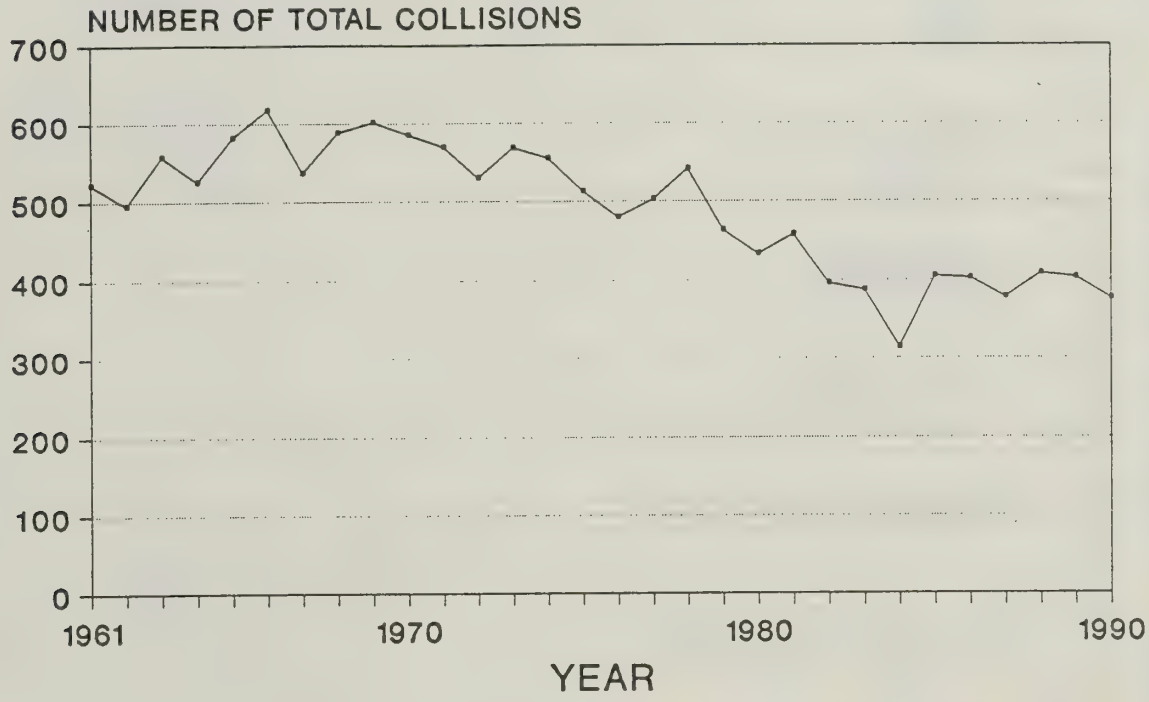
C.2. Characteristics of Pedestrian Collisions

As **Figure 2** shows, in the City of Hamilton, pedestrian collisions comprised only 6% of the all motor vehicle collisions reported to the police in 1990. Safety measures considered for pedestrians often negatively affect vehicular traffic and the occupants of motor vehicles. When considering pedestrian crossing systems, the overall effect on all roadway users must be considered.

Figure 3 shows the age groups of pedestrians involved in motor vehicle collisions and the corresponding percentage of the age groups in the overall population. The young age groups, particularly the 5 - 9, 10 - 14 and 15 - 19 year old age groups, are over-represented in motor vehicle collisions. This is not a total surprise as these groups do not have ready access to automobiles and therefore do substantially more walking. Measuring the relative "exposure" of the various groups is extremely difficult. Therefore it is not clear if the over-representation is primarily due to the amount of time spent walking or to other behaviour, such as playing in the roadway and failing to exercise appropriate caution. It is most likely a combination of both effects.

Figure 4 shows the times of day that pedestrian collisions occur. Not surprisingly, the peak times coincide with times of travel of the young age groups to and from school. These times also coincide with the times of peak motor vehicle traffic and congestion on the Hamilton street system.

Figure 1 PEDESTRIAN COLLISION TRENDS
HAMILTON-WENTWORTH: 1961-1990



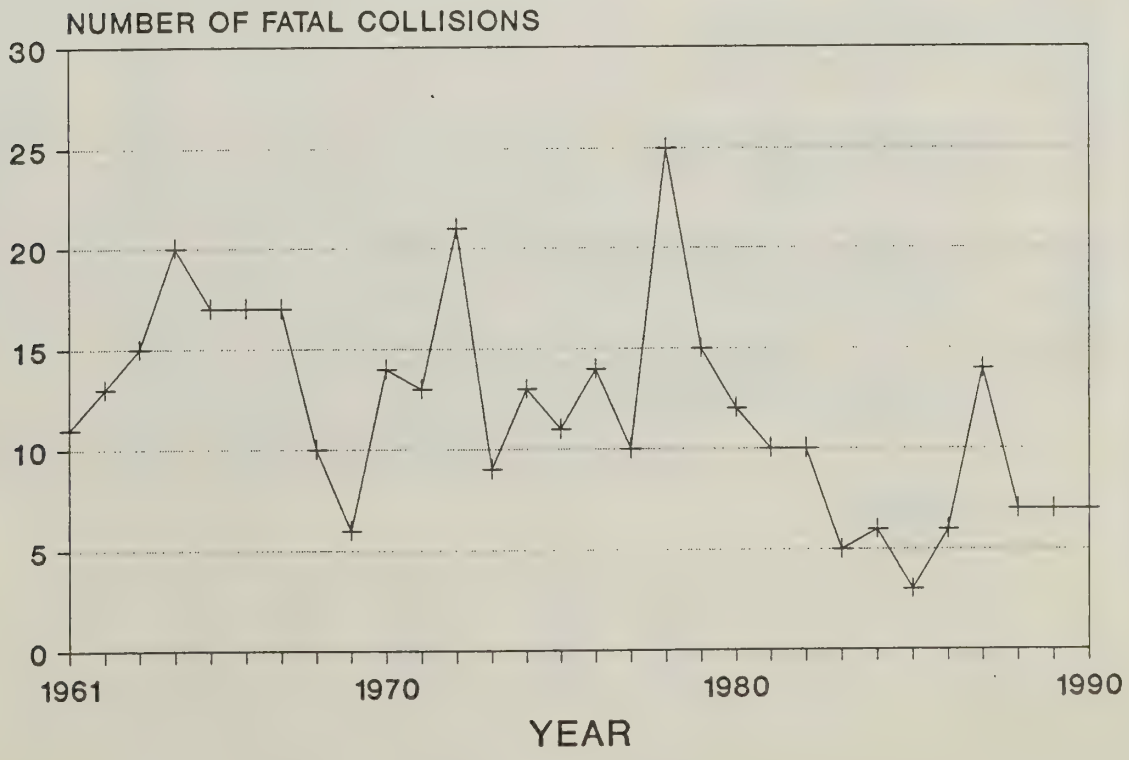
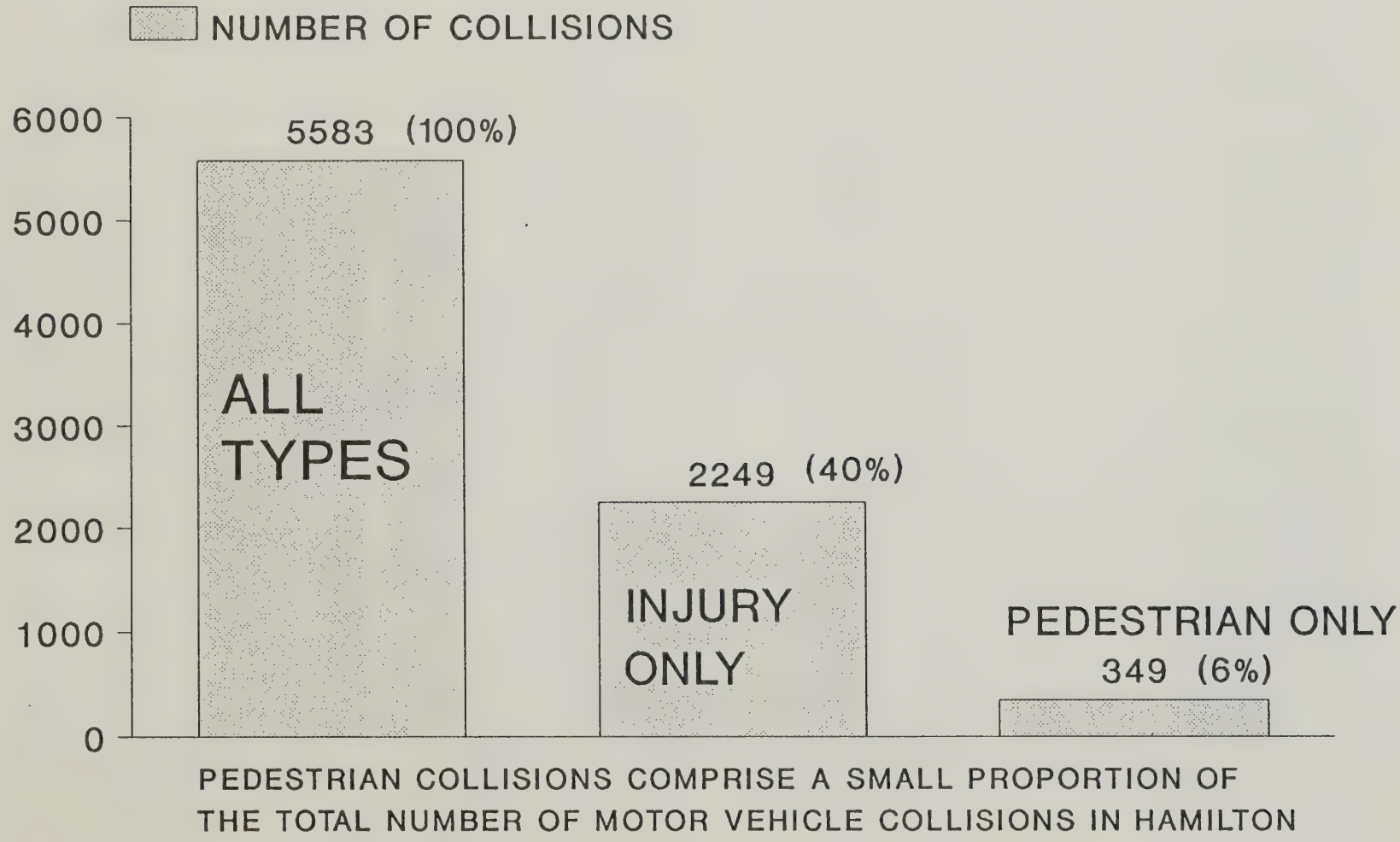


Figure 2

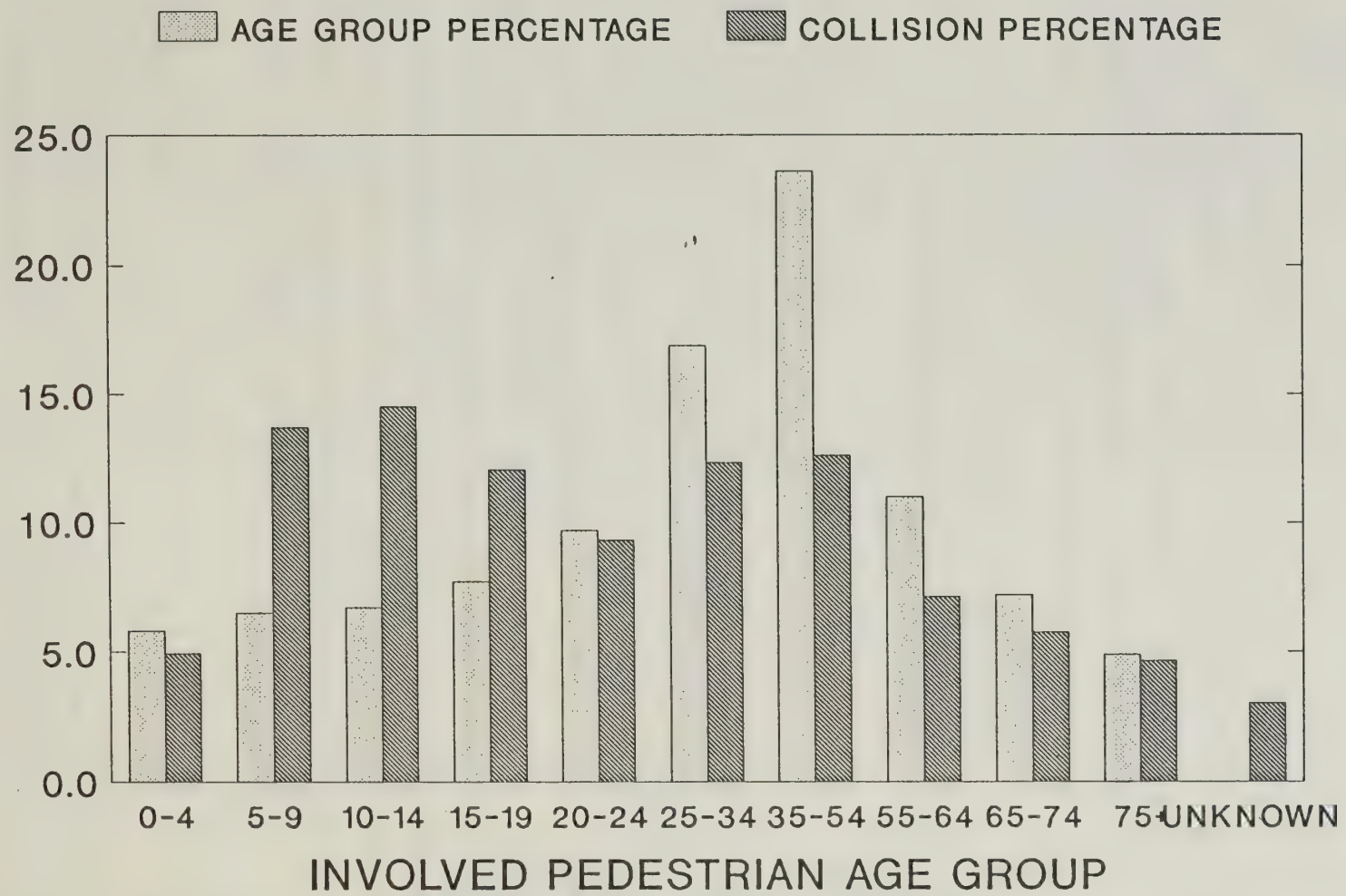
CITY OF HAMILTON
1990 COLLISION STATISTICS



PEDESTRIAN COLLISIONS COMPRISE A SMALL PROPORTION OF THE TOTAL NUMBER OF MOTOR VEHICLE COLLISIONS IN HAMILTON

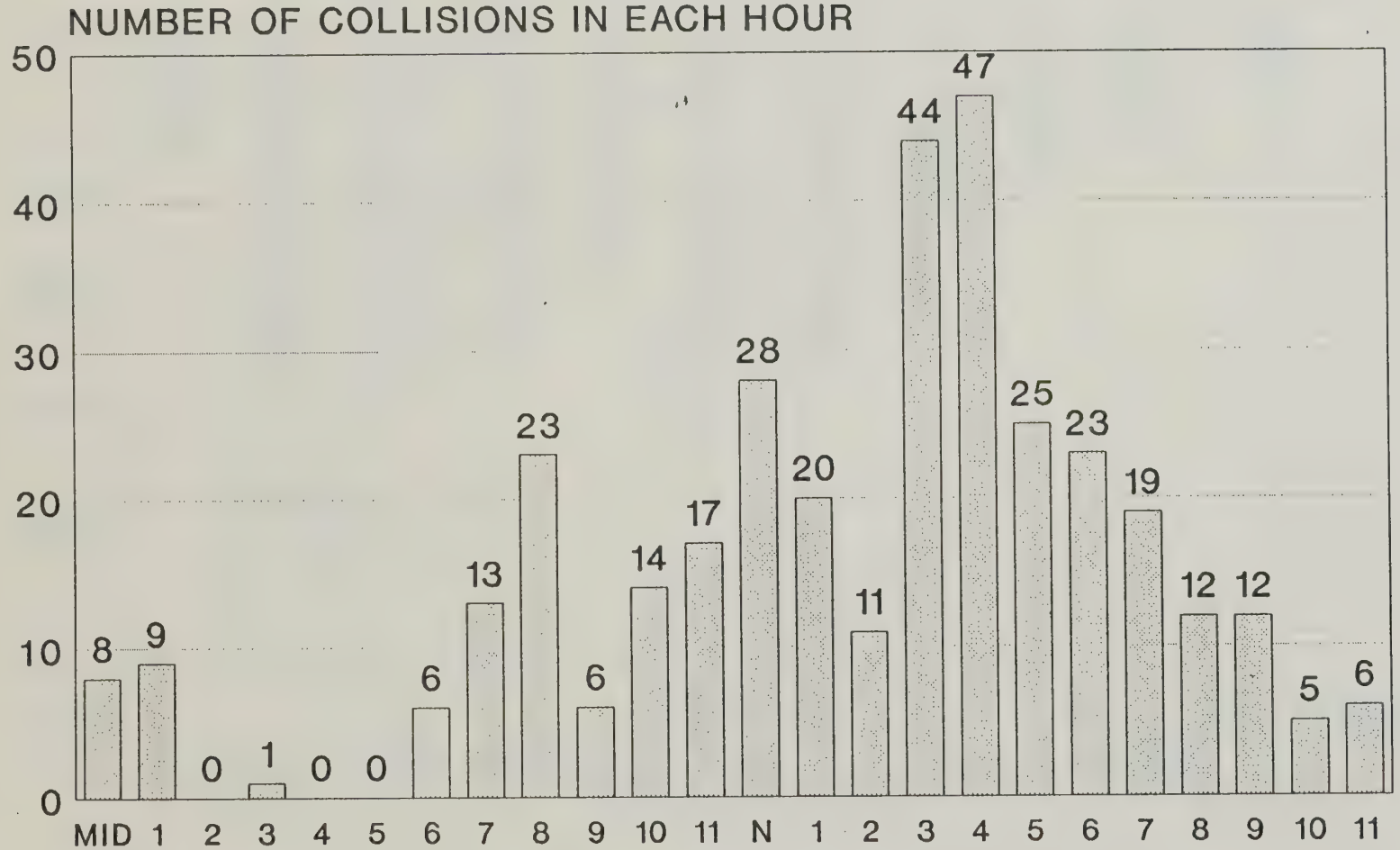
Figure 3 PEDESTRIAN COLLISIONS - HAMILTON 1990

AGE OF PEDESTRIANS INVOLVED



CHILDREN AND TEENAGERS ARE INVOLVED IN MORE COLLISIONS THAN EXPECTED, BASED ON POPULATION

Figure 4 PEDESTRIAN COLLISIONS - HAMILTON 1990
TIME OF OCCURENCE



TIMES OF PEAK OCCURENCE COINCIDE WITH TRIPS TO/FROM SCHOOL

Figure 5 shows that the vast majority of pedestrian collisions resulted in only minor (not requiring a stay in hospital) injury to the pedestrian. Only 13% of pedestrian injuries in Hamilton in 1990 were fatal or serious (requiring hospitalization of the pedestrian) in nature.

Figure 6 shows that 34% of pedestrian collisions occurred at traffic signals which already provide the highest level of protection for pedestrians. Also, 22% occurred at stop signs. Of the collisions at stop signs, one-half involved pedestrians crossing in the protected walk and one-half involved pedestrians crossing the arterial. Thus, 45% of collisions involving pedestrians occurred at locations where the pedestrian was protected by a traffic control device and/or the rules of the road.

D. COMPARATIVE STATISTICS: HAMILTON VERSUS OTHER CANADIAN CITIES

D.1. Total Collisions

The rate of occurrence of all types of reported collisions (compared on the basis of population) in Hamilton is substantially below the average of a group of cities polled recently. **Figure 7** shows Hamilton to have one of the lowest collision rates, with 17.9 collisions per 1000 population as compared to the average rate in the group polled of 35.3 collisions per 1000 population.

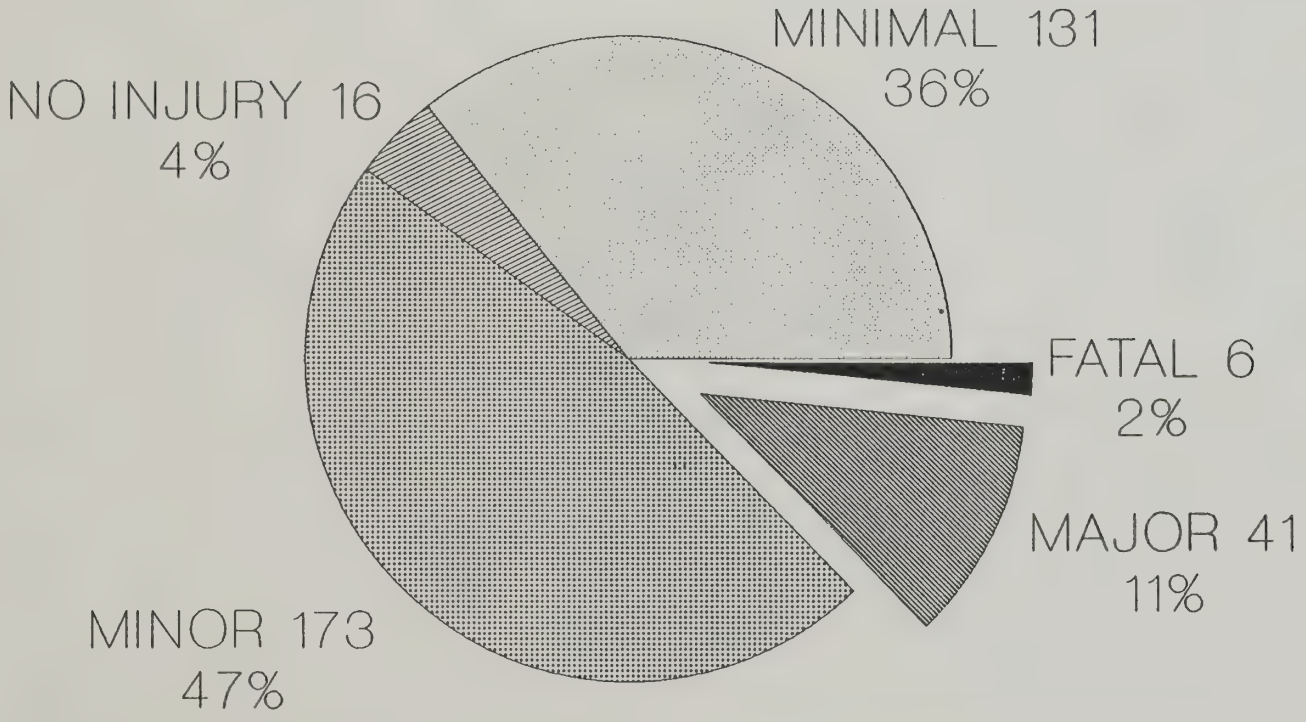
Several of Hamilton's operational policies have been instrumental in achieving this low rate, including extensive use of one-way streets, regular patterns of two-way stop control inside neighbourhoods, removal of parking from all arterial roads, reconstruction of major intersections to provide channelization and the use of median island and two-way left turn lanes as required.

D.2. Injury Collisions

The rate of occurrence of collisions in Hamilton which involved one or more personal injuries or fatalities is also substantially better than the average of the cities polled. **Figure 8** shows that Hamilton had 7.2 injury or fatal collisions per 1000 population reported to the police in 1990, compared to the average of the group polled of 10.0 injury/fatal collisions per 1000 population.

Figure 5

PEDESTRIAN COLLISIONS - HAMILTON 1990
SEVERITY OF INJURIES



ONLY 13% OF INJURIES WERE SEVERE ENOUGH TO REQUIRE ADMISSION TO THE HOSPITAL

Figure 6

LOCATION AND TYPE OF TRAFFIC CONTROL: PEDESTRIAN COLLISIONS IN HAMILTON-WENTWORTH

	TYPE OF TRAFFIC CONTROL						
LOCATION	TRAFFIC SIGNAL	STOP SIGN	SCHOOL GUARD	SCHOOL BUS	NO CONTROL	OTHER	TOTAL
NON-INTERSECTION				1	98	1	100
INTERSECTION-RELATED	9	11		1	26	1	48
AT INTERSECTION	119	65	1		21		206
AT PRIVATE DRIVE	3	9			13		25
OTHER					3		3
TOTAL	131	85 (see note)	1	2	161	2	382

Note: Approximately 50% of pedestrian collisions at stop signs involve pedestrians crossing a street on which vehicles are required to stop.

INCLUDING COLLISIONS AT TRAFFIC SIGNALS AND THOSE AT STOP SIGNS FOR WHICH THE VEHICLE WAS REQUIRED TO STOP, 45% OF PEDESTRIAN COLLISIONS OCCURRED AT LOCATIONS WHERE THE PEDESTRIAN HAD THE COMPLETE RIGHT-OF-WAY

Figure 7 COLLISION STATISTICS FROM CANADIAN MUNICIPALITIES

TOTAL NUMBER OF REPORTED COLLISIONS PER 1000 POPULATION

JURISDICTION	TOTAL # REPORTED ALL TYPES	POPULATION	TOTAL COLLISIONS PER 1,000 POPUL.
CITY OF BURLINGTON	NO STATISTICS AVAILABLE *******		**********
CITY OF HAMILTON	5,583	312,000	17.9
METRO TORONTO	62,191	2,300,000	27.0
CITY OF LONDON	8,331	305,200	27.3
CITY OF WINDSOR	6,060	194,000	31.2
CITY OF WINNIPEG	20,298	626,366	32.4
CITY OF REGINA	7,374	180,000	41.0
CITY OF EDMONTON	25,036	583,872	42.9
CITY OF SASKATOON	8,092	185,000	43.7
CITY OF VANCOUVER	24,263	455,908	53.2
CITY OF CALGARY	37,240	658,000	56.6
GROUP AVERAGE (WEIGHTED)			35.3
REGION OF PEEL	7,529	669,500	11.2
REGIONAL MUNICIP. OF HAMILTON-WENTWORTH	6,917	430,000	16.1
REGION MUNICIPALITY OF OTTAWA-CARLETON	16,173	655,000	24.7
REGION OF DURHAM	9,113	348,141	26.2
REGIONAL MUNICIPALITY OF WATERLOO	14,967	350,000	42.8
GROUP AVERAGE (WEIGHTED)			22.3

HAMILTON AND HAMILTON-WENTWORTH HAVE COLLISION RATES FOR THE TOTAL NUMBER OF COLLISIONS THAT ARE SUBSTANTIALLY BELOW THE SURVEY AVERAGE

D.3. Pedestrian Collisions

Figure 9 shows that Hamilton does not rate as highly when comparing pedestrian collisions as it does on the basis of total or injury collisions. Hamilton is approximately 10% higher (1.12 pedestrian collisions per 1000 population versus the group average of 0.97) than the average of the cities polled. The rate of pedestrian collision occurrence has not changed compared to 1985. Taken as a percentage of all collisions causing personal injury, Hamilton has the highest rate with 15.5%.

There are many possible explanations for the high rates in Hamilton and Hamilton-Wentworth, especially compared to western Canadian cities. These include: 1) Hamilton has much milder winter weather and may have more pedestrians walking in the winter months, hence more opportunity for collisions; 2) many western cities have pedestrian traffic laws which provide much greater right-of-way to pedestrians under a variety of situations; 3) Hamilton, with a substantial amount of non-resident commuter traffic, may be unfairly represented by statistics based on population; 4) Hamilton has little off-street parking in older residential areas, leading to less safe conditions for pedestrians; 5) Hamilton does not have an established network of above- or below-ground pedestrian transportation corridors which by-pass the use of surface streets; and 6) Hamilton does not have a system of freeways or cross-town routes, so virtually all traffic is carried on surface routes. Regardless of the reason for the higher than average rate, it is appropriate that efforts should be directed toward reducing the occurrence of pedestrian collisions in Hamilton. While the crossing systems discussed in this report can not, by themselves, eliminate all pedestrian collisions, it may be possible reduce the number of pedestrian collisions. An estimate is that each pedestrian crossing system could save 1 pedestrian injury every two to three years. In addition, there may be an effect of raising driver awareness of, and respect for, pedestrians under all conditions.

Figure 8 COLLISION STATISTICS FROM CANADIAN MUNICIPALITIES

INJURY COLLISIONS PER 1000 POPULATION

JURISDICTION	TOTAL # INJURY COLLISIONS	POPULATION	INJURY COLLISIONS PER 1,000 POPUL.
CITY OF BURLINGTON	NO STATISTICS AVAILABLE ****		**********
CITY OF CALGARY	2,817	658,000	4.3
CITY OF SASKATOON	1,152	185,000	6.2
CITY OF HAMILTON	2,249	312,000	7.2
CITY OF LONDON	2,416	305,200	7.9
CITY OF WINNIPEG	5,050	626,366	8.1
CITY OF WINDSOR	2,030	194,000	10.5
CITY OF REGINA	1,962	180,000	10.9
METRO TORONTO	27,790	2,300,000	12.1
CITY OF EDMONTON	7,135	583,872	12.2
CITY OF VANCOUVER	5,621	455,908	12.3
GROUP AVERAGE (WEIGHTED)			10.0

REGION OF PEEL	2,194	669,500	3.3
REGIONAL MUNICIPALITY OF WATERLOO	1,743	350,000	5.0
REGIONAL MUNICIP. OF HAMILTON-WENTWORTH	2,776	430,000	6.5
REGION OF DURHAM	2,438	348,141	7.0
REGION MUNICIPALITY OF OTTAWA-CARLETON	4,810	655,000	7.3
GROUP AVERAGE (WEIGHTED)			5.7

HAMILTON HAS A COLLISION RATE FOR INJURY COLLISIONS
THAT IS SUBSTANTIALLY BELOW THE SURVEY AVERAGE

hAMILTON-WENTWORTH IS SLIGHTLY ABOVE THE SURVEY GROUP AVERAGE

Figure 9 COLLISION STATISTICS FROM CANADIAN MUNICPALITIES

PEDESTRIAN COLLISIONS PER 1000 POPULATION

JURISDICTION	TOTAL # INJURY COLLISIONS	TOTAL # PEDESTRIAN COLLISIONS	POPULATION	PEDESTRIAN COLLISIONS PER 1,000 POPUL.	PEDESTRIAN COLLISIONS AS A % OF INJURY COLL'S
CITY OF BURLINGTON	NO STATISTICS AVAILABLE **********			**	
CITY OF CALGARY	2,817	427	658,000	0.6	15.2%
CITY OF WINDSOR	2,030	127	194,000	0.7	6.3%
CITY OF SASKATOON	1,152	128	185,000	0.7	11.1%
CITY OF WINNIPEG	5,050	464	626,366	0.7	9.2%
CITY OF EDMONTON	7,135	452	583,872	0.8	6.3%
CITY OF REGINA	1,962	144	180,000	0.8	7.3%
CITY OF LONDON	2,416	257	305,200	0.8	10.6%
METRO TORONTO	27,790	2,440	2,300,000	1.1	8.8%
CITY OF HAMILTON	2,249	349	312,000	1.1	15.5%
CITY OF VANCOUVER	5,621	832	455,908	1.8	14.8%
GROUP AVERAGE (WEIGHTED)				1.0	9.7%
REGION OF PEEL	2,194	93	669,500	0.1	0.42
REGION OF DURHAM	2,438	80	348,141	0.2	0.33
REGIONAL MUNICIPALITY OF WATERLOO	1,743	82	350,000	0.2	0.47
REGION MUNICIPALITY OF OTTAWA-CARLETON	4,810	434	655,000	0.7	0.90
REGIONAL MUNICIP. OF HAMILTON-WENTWORTH	2,776	381	430,000	0.9	1.37
GROUP AVERAGE (WEIGHTED)				0.4	0.77

HAMILTON HAS A PEDESTRIAN COLLISION RATE THAT IS SLIGHTLY HIGHER THAN THE SURVEY GROUP AVERAGE. PEDESTRIAN COLLISIONS COMPRISE A LARGER PERCENTAGE OF INJURY COLLISIONS IN HAMILTON THAT IN MOST CITIES

HAMILTON-WENTWORTH HAS A HIGH PEDESTRIAN COLLISION RATE, WHEN COMPARED TO OTHER AREA MUNICPALITIES. THIS MAY BE DUE TO THE WAY THAT THE OTHER AREA MUNICIPALITIES REPORTED THEIR DATA

E. POTENTIAL FOR REDUCING PEDESTRIAN COLLISIONS

When considering the nature of pedestrian collisions, the potential for reducing the number of collisions can be assessed.

Pedestrian protection systems can be considered for intersections which do not have a traffic signal at present. Crossing protection systems can be used for crossing the main street at a location with two-way stop control, and for intersections without any present form of control. Crossing systems can also be considered for mid-block locations.

Locations with Existing Pedestrian Protection: As shown in **Figure 6**, about 56% of pedestrian collisions occur at intersections with traffic signals or stop signs. About one-half of the collisions at stop sign controlled locations involved the pedestrian crossing the unprotected roadway while the other half involved pedestrians crossing the roadway on which traffic is required to stop. Thus, about 45% (173) of collisions occur where there is already positive protection providing the pedestrian the pedestrian the complete right of way.

Locations - Intersection versus Mid-Block: The collisions at locations where pedestrians did not have positive protection can be divided into those at intersections, and those at mid-block locations. There were 85 collisions in 1990 at or near intersections, for which the pedestrian did not have the right of way (one-half of those at stop-controlled intersections, and the remainder being at locations coded by the police as having no form of control). There were 98 collisions at mid-block locations.

Repeat Collision Histories:

A. Intersections. A 14-year (1977-1990) review of all intersection pedestrian collisions in Hamilton was undertaken. Locations with traffic signals, or those too close to other traffic signals (the Ministry of Ontario PXO criteria do not permit installation within 205 metres) were excluded. Ten locations were found with 4 or more collisions in the 14 year period. Thus, even for the locations with the highest number of collisions, the potential for reducing or eliminating collisions is less than one collision per year.

B. Mid-Block Locations. As pedestrian crossings tend to occur at intersections, no mid-block locations with concentrations of collisions were identified.

F. PRESENT PEDESTRIAN CROSSING HIERARCHY IN HAMILTON

At present there are five levels of pedestrian crossing afforded to walkers in Hamilton. These are listed below in order of increasing protection.

F.1. No Protection

For the sake of convenience many pedestrians choose not to walk to the closest pedestrian crossing device and cross at a midblock or non-controlled intersection location. To accommodate these crossings at some locations, Hamilton employs several types of devices to provide refuge in the middle of the roadway. These include: two-way left turn lanes, crosshatched medians or concrete centre islands. Such devices effectively divide a two-way street into two one-way streets and provide a place for pedestrians to pause in the middle of the road.

The Highway Traffic Act of Ontario does not require a driver to yield the right-of-way to a pedestrian crossing in this fashion.

F.2. Unprotected Marked Crosswalks

In some places in the City where pedestrians regularly cross at a common point, lines are painted on the roadway. This is also done if a certain location is preferred for safety reasons over other nearby locations. These crosswalk lines serve to remind drivers that there is a greater likelihood of pedestrians crossing at that location. The lines serve to attract pedestrians to that point which serves to reinforce the driver expectation. Some of these locations are equipped with warning signs indicating pedestrian crossing.

The pedestrian is not afforded the legal right-of-way at these locations, although some people have the misconception that the pedestrian does have the right-of-way. There are 472 of these locations in Hamilton, 259 in the vicinity of schools, 17 near parks and 196 in other locations.

In addition, there are also over 130 locations in Hamilton which are marked for school crossing guard protection which would operate as unprotected crossings during hours when the school crossing guard is not present.

F.3. School Crossing Guards

At locations where large volumes of school aged children cross a roadway on which insufficient or unsuitable gaps in the traffic flow are available, a school crossing guard is provided during the peak hours of crossing. The crossing guard displaying the stop sign has the right-of-way over vehicular traffic under the Highway Traffic Act. In Hamilton-Wentworth there are at present 161 school crossing guards in operation during the four peak crossing periods of the day (morning, lunch time from school, lunch time to school and afternoon) and 37 crossing guards which operate only in the morning and afternoon.

F.4. Pedestrian Only Traffic Signals

In a few locations in Hamilton, extremely high volumes of pedestrians have justified the installation of a traffic signal on the basis of the number of pedestrians rather than the number of pedestrians and vehicles. Such signals are generally located at mid-block locations rather than at intersections. An example of this type of traffic signal is that at Main Street and Summers' Lane.

F.5. Full Traffic Control Signals

Typically, traffic signals are installed on the basis of a combination of vehicular and pedestrian demand. At most locations the pedestrian volumes are small compared to the vehicle volumes. In this case, the major factors considered are the vehicular traffic volumes and motor vehicle collisions which are primarily vehicle-vehicle in nature. However, there are cases, such as Main and Emerson, for which pedestrians comprise a substantial percentage of the necessary volume to meet the minimum levels of the numerical warrants.

A full traffic signal provides a high level of safety for a pedestrian with the probability of being involved in a collision approximately one in every 2 million crossings.

Figure 10 shows the various driver actions in collisions at traffic signals which resulted in pedestrians being struck. The driver is noted as being at fault in 38 % of cases.

Figure 11 shows pedestrian actions in collisions at traffic signals. Despite the provision of a traffic control device which affords the pedestrian a very high level of safety, the pedestrian acted unsafely in 45% of cases.

G. TYPES OF PEDESTRIAN PROTECTION DEVICES CONSIDERED IN THIS STUDY

The purpose of this study is to examine new or alternate forms of pedestrian protection which provide for the pedestrian the legal right-of-way over vehicular traffic, without the cost or traffic impacts of a traffic signal. The following three types of traffic control devices were considered.

G.1. Pedestrian Crossover (PXO)

The pedestrian crossover (PXO) is a device which commonly used in Ontario (29 jurisdictions as of 1986) and other Canadian cities such as Winnipeg and Calgary. Please refer to **Figure 12** for a summary of the number of PXOs in use in the cities recently surveyed.

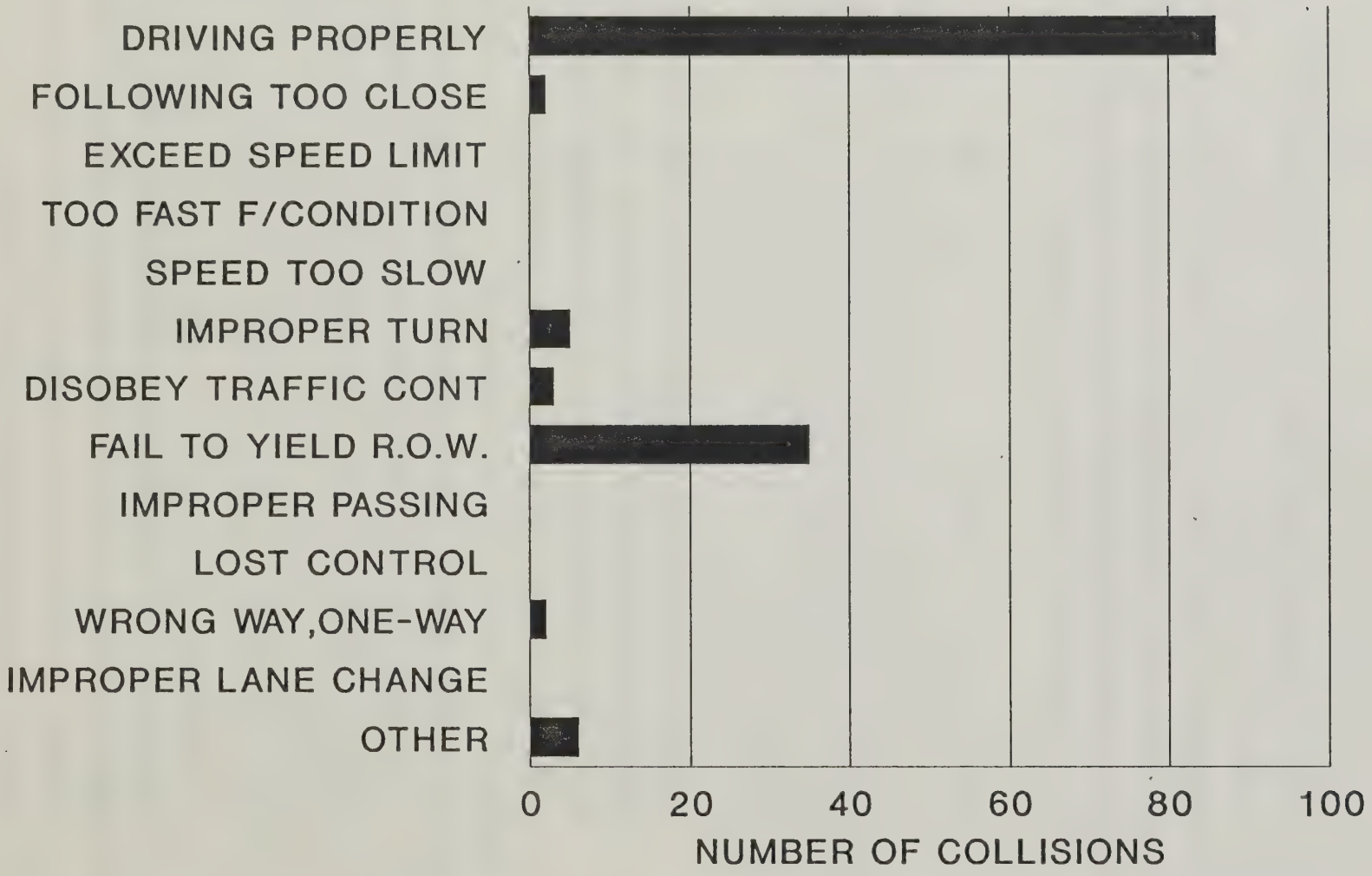
The initial version of the pedestrian crossover was a simple set of signs and pavement markings as shown in **Figures 13 and 14**. The pedestrian was the active device. The pedestrian was required to point his finger to demand that traffic stop. In time, this was found to be unsatisfactory, especially on wide multi-lane streets.

In 1989, Ministry of Transportation, Ontario (MTO) approved (on an interim basis) a new standard for PXOs. This standard includes the use of flashing amber lights, signs, pavement markings and high intensity lighting in the vicinity of the crosswalk. The pedestrian is required to press a button which activates the flashing amber beacons for a short period of time. Drivers are required to yield the right of way to the pedestrian in their half of the street. Ottawa and other cities had been employing the new style of PXO for several years prior to official approval. The new standard is similar to that which is approved for, and in use, Canada-wide. The Canadian standard is shown in **Figure 15**. The Ontario standard is similar but replaces the pedestrian outline with the "X" symbol.

An M.T.O. questionnaire, at the time of introduction of the new standard, found the following general comments (which referred to both types of PXO):

Figure 10 PEDESTRIAN COLLISIONS - HAMILTON,1990

DRIVER ACTION AT TRAFFIC SIGNALS



62% OF DRIVERS IN PEDESTRIAN COLLISIONS WERE DRIVING PROPERLY

Figure 11 PEDESTRIAN COLLISIONS - HAMILTON,1990

PEDESTRIAN ACTION AT TRAFFIC SIGNALS

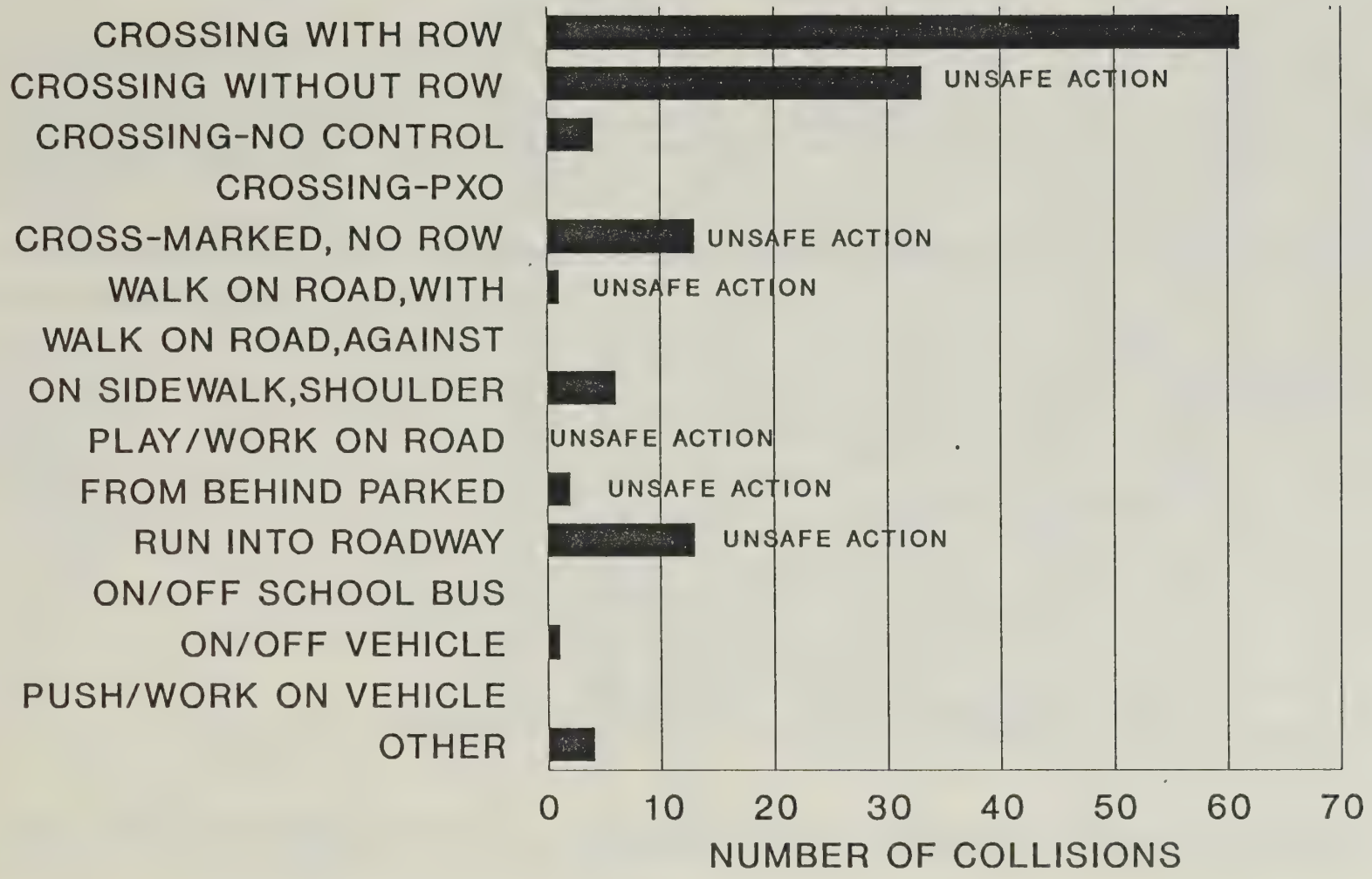


Figure 12 COLLISION STATISTICS FROM CANADIAN MUNICIPALITIES

PEDESTRIAN COLLISIONS AND TYPE/NUMBER OF PEDESTRIAN CROSSING DEVICES

JURISDICTION	PEDESTRIAN COLLISIONS PER 1,000 POPUL.	# OF PASSIVE DEVICES (NOT SCHOOL GUARD LOCATIONS)	# OF PASSIVE DEVICES (SCHOOL GUARD LOCATIONS)	NUMBER OF OLD-STYLE PXO'S	NUMBER OF ACTUATED (NEW) PXO'S	NUMBER OF HALF-SIGNALS	NUMBER OF MID-BLOCK TRAFFIC SIGNALS
CITY OF BURLINGTON	NO STATISTICS AVAILABLE *****		**********				
CITY OF CALGARY	0.65	3500+/-		0	163	1	0
CITY OF WINDSOR	0.65	N/A	N/A	0	3	0	2
CITY OF SASKATOON	0.69	225	225	0	0	31	2
CITY OF WINNIPEG	0.74	0	320	0	115	3	0
CITY OF EDMONTON	0.77	1950		0	216	137	15+/-
CITY OF REGINA	0.80	40+/-	200+/-	0	59	4	0
CITY OF LONDON	0.84	0	230	0	23	0	1
METRO TORONTO	1.06	678		0	131	0	6
CITY OF HAMILTON	1.12	259	101	0	0	(see note) 0	10
CITY OF VANCOUVER	1.82	96	198	0	0	117	2
GROUP AVERAGE (WEIGHTED)	0.97						
REGION OF PEEL	0.14	0	0	0	0	0	0
REGION OF DURHAM	0.23	N/A	N/A	0	18	0	3
REGIONAL MUNICIPALITY OF WATERLOO	0.23	0	0	0	3	0	4
REGION MUNICIPALITY OF OTTAWA-CARLETON	0.66	0	150+/-	0	22	0	12
REGIONAL MUNICIP. OF HAMILTON-WENTWORTH	0.89	277	107	0	0	0	10
GROUP AVERAGE (WEIGHTED)	0.44						

Note: There are at least three Ministry of Transportation, Ontario approved intersections in Hamilton which combine traffic signal control with stop sign control

Figure 13 TYPICAL PAVEMENT MARKINGS FOR PEDESTRIAN CROSSOVER – ONTARIO

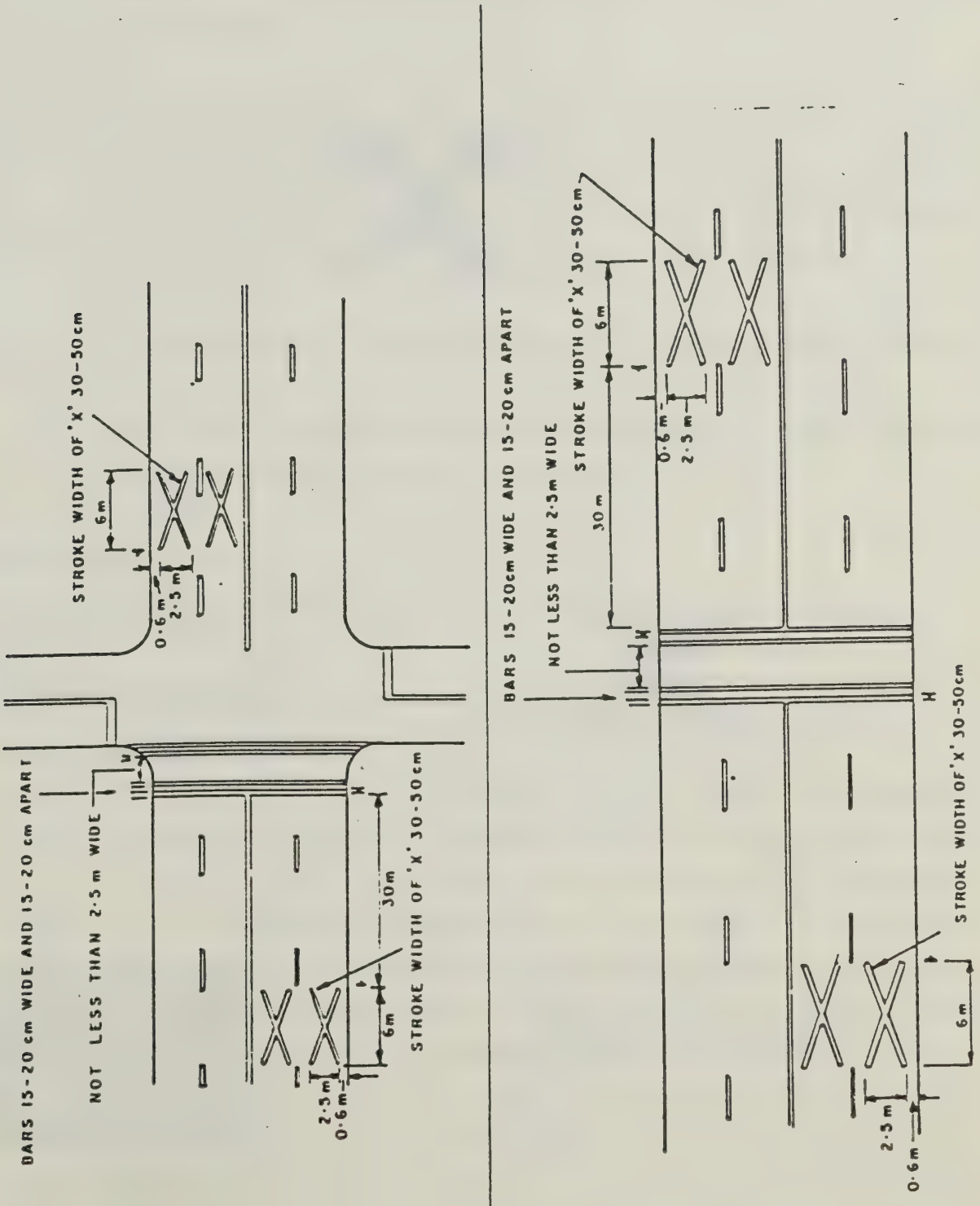


Figure 14 TYPICAL SIGNING FOR PXO – ONTARIO











- It was agreed that P.X.O. fulfils a need for pedestrian protection at a lower cost than traffic signals;

- Standard and uniform warrants and guidelines for installation were felt to be a requirement;

- Motorists generally respect the P.X.O., notwithstanding *the general complaints of poor stopping compliance, parking and passing infractions and improper use by pedestrians* (emphasis added, as this statement is contradictory, but no comment was made in the M.T.O. report about these problems);

- An ongoing education program is essential for both motorists and pedestrians;

- Uniformity in the stopping/parking prohibitions adjacent to the crossing, and the enforcement of such are vital requirements.

G.2. Half-Signal or Pedestrian Signal

The half-signal is a combination of traffic signal for the main street and stop sign for the side street. The traffic signal on the main street operates in the traditional green-amber-red mode (although British Columbia uses a different sequence which is not recommended for Hamilton). Typical half-signals are shown in **Figures 16 and 17.** This type of device is commonly used in Edmonton (137 installations), Vancouver (117 installations), Victoria and other western cities. There are over 80 half-signals in use on B.C. provincial highways. It is also in use in American cities such as Seattle (35-40 installations) and Kansas City (35-40 installations). It is presently not legal in the province of Ontario as the Highway Traffic Act does not specifically recognize this device, but could be added to the H.T.A. if an application with supporting evidence was made to the Ministry. The half-signal is included in the Canadian Manual of Uniform Traffic Devices as an accepted form of traffic control and is therefore considered by this report.

Figure 15 TYPICAL SPECIAL CROSSWALK INSTALLATION (PXO) – CANADIAN STANDARD

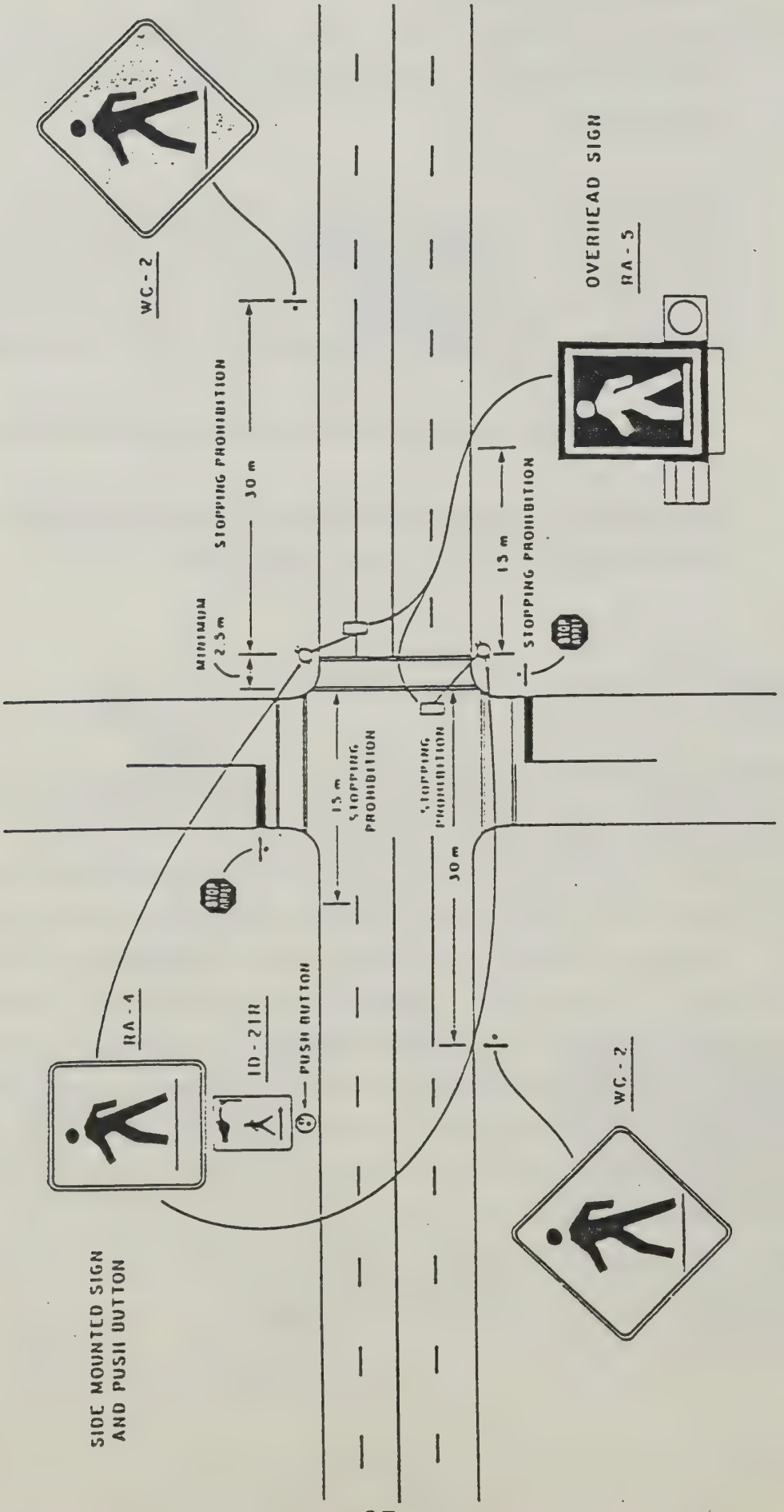


Figure 16 TYPICAL HALF-SIGNAL INSTALLATION – CANADIAN STANDARD

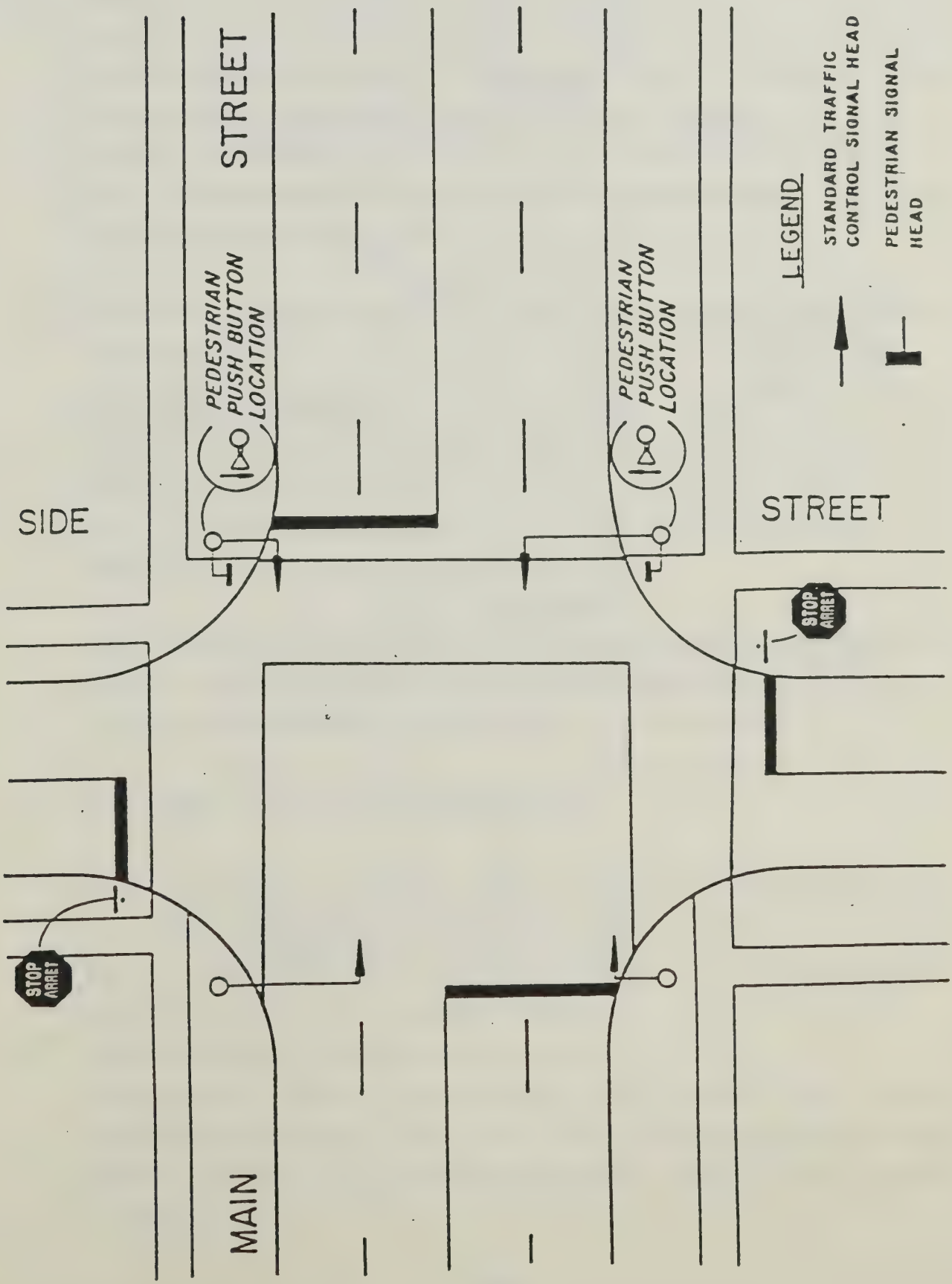
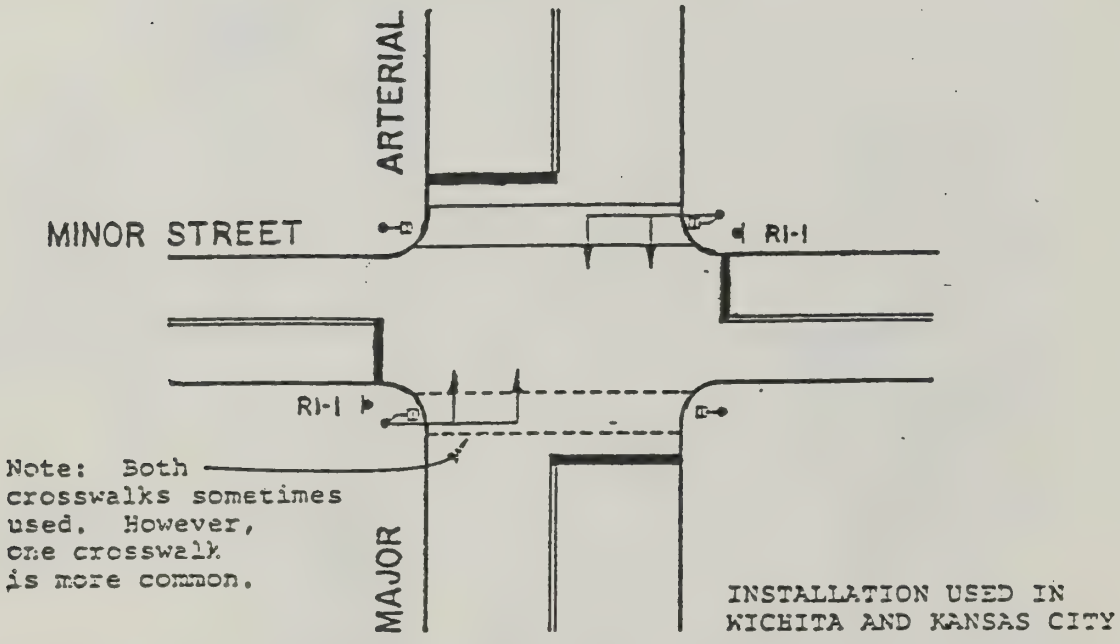
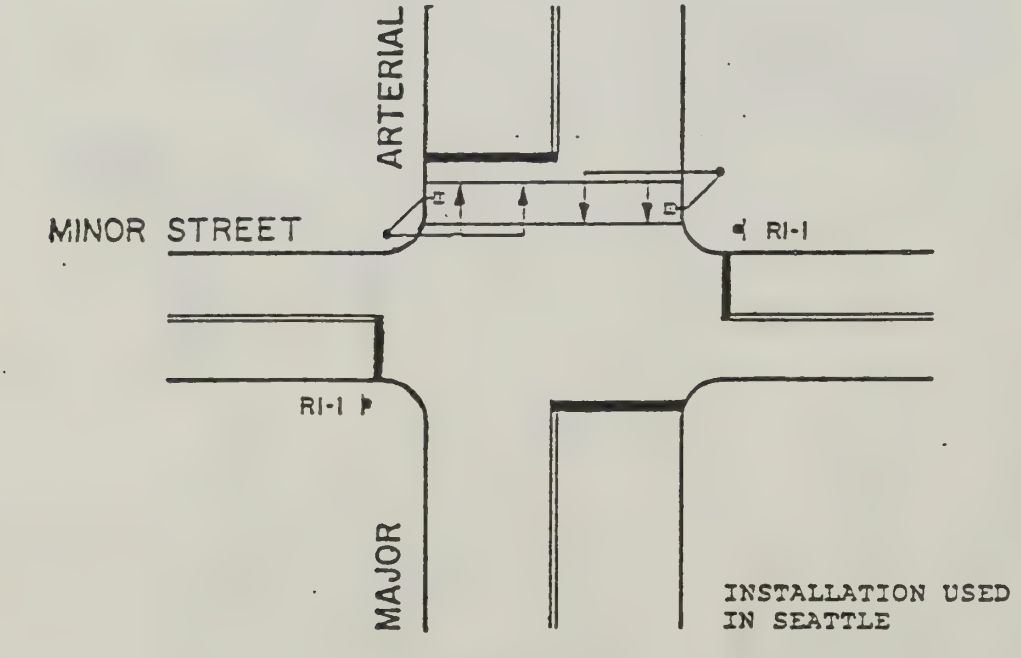


Figure 17 TYPICAL HALF-SIGNAL INSTALLATION – WICHITA,KANSAS CITY AND SEATTLE





G.3. Actuated Full Traffic Signal (Unwarranted)

The third type of control device considered is the use of a regular traffic signal at a minor intersection. The proposed use would be based specifically on pedestrian demand rather than the usual warrants for the installation of a traffic signal which consider vehicular and pedestrian volumes, as well as all types of collisions. On this basis, the provincial installation warrants would likely not be met. Subsidy would not be available from the Ministry of Transportation, Ontario and therefore the entire cost of the installation would be borne by the City or Region.

The signal would operate in the "actuated" mode. In this method of operation, the signal remains green for the main road until a pedestrian pushes a button or a vehicle arrives on the cross street.

H. EVALUATION/COMPARISON OF PXOS, HALF-SIGNALS AND ACTUATED TRAFFIC SIGNALS

In the following sections the three candidate devices will be compared on the basis of the following factors: pedestrian safety/perceived safety, pedestrian crossing waiting times, pedestrian crossing systems in other municipalities in southern Ontario, driver expectation, costs, impact on arterial and neighbourhood traffic, enforcement/education costs, and applicability.

Public requests and collision records both indicate that most potential locations for pedestrian crossing devices will be at intersections, not at mid-block locations. The following review is based on that assumption.

I. PEDESTRIAN SAFETY/PERCEIVED SAFETY

One of the primary reasons for considering additional types of traffic control devices for pedestrians is to increase pedestrian safety. At the same time, an objective is to increase the pedestrian's level of comfort and security. The pedestrian's perception often does not agree with the actual conditions.

I.1. The Lack of Quality Pedestrian Collision Data

Decisions about pedestrian crossing systems should be based in part on collision information. Unfortunately, despite the key nature of information about collisions involving pedestrians, quality data have been difficult to obtain. There are a number of reasons for this:

- Different cities have different driver and pedestrian behaviour. Therefore data from another city may not be applicable to Hamilton.

- An effective type of study for comparing different types of traffic control devices is one in which one type of device is replaced with another at the same intersection. Key to this report is the comparison of the pedestrian crossover with the half signal. As most jurisdictions choose the PXO or the half-signal rather than use both, only one occasion of a direct comparison between the two devices was found.

- Direct comparison studies between pairs of similar intersections with different control types are also useful, but background conditions may change during the study such that the comparisons may not be totally meaningful. This happened in Ottawa during a comparison of PXOs with full traffic control signals. The number of collisions in a control group changed by as much as 30 - 40% over a two-year period obscuring differences of 10 - 20% in the experimental group.

- Valid statistics require a large sample size. Given the nature of traffic control installations and pedestrian collision frequency (rare events), this is often impossible. Therefore it is sometimes difficult to ascertain whether changes have truly occurred.

While the following information may not totally or clearly resolve the issues, it is the best information which was available. Therefore it is presented to at least assist in understanding the relative degrees of safety of the different candidate types of pedestrian protection.

I.2. Canadian Municipalities - Pedestrian Collision Rates

Figure 12 shows the present status of the surveyed municipalities in terms of different types of pedestrian protection devices. While no clear trend emerges, it would appear that those jurisdictions with larger numbers of pedestrian protection devices (when based on population) have slightly better pedestrian collision rates.

I.3 Pedestrian Crossover Collision Statistics Compared to Traffic Signals

I.3.1 Pedestrian Crossovers in Ottawa - Safety on Two Lane versus Four Lane Roads

An April 1983 Regional Municipality of Ottawa-Carleton report compared 41 traffic signal locations with 41 PXOs (modern flasher type) at locations with similar characteristics. Volumes of vehicles and pedestrians were roughly similar for each pair of locations, although it is not clear if the pedestrian crossing volume was measured only across the arterial or for all legs.

The rates of pedestrian injury collisions per million pedestrian crossings were as follows:

	TYPE OF ROADWAY	
TYPE OF TRAFFIC CONTROL	Multi-Lane	Two lane
Traffic signal	1.05	4.52
P X O	0.82	0.60

Two conclusions can possibly be drawn from this somewhat erratic data. First, traffic signals have a higher rate of pedestrian collisions than PXOs. This is probably due to the greater potential for collisions caused by higher side street volumes and turning movements, as traffic signals are typically located at the intersection of two major streets, while PXOs are generally at the intersection of a major street with a minor street. Second, PXOs on multi-lane roads are approximately 35% less safe than on two lane roads, presumably because drivers have greater difficulty seeing pedestrians crossing.

By comparison, the overall rate of pedestrian injuries at traffic signals in Ottawa-Carleton was shown to be approximately 2.5 collisions per million pedestrian crossings. In Hamilton the present rate is approximately 0.5 collisions per million pedestrian crossings when all traffic signals are included. This points out the difficulty of making predictions for Hamilton based on data in other cities.

I.3.2 Metropolitan Toronto: 1990 Safety Evaluation of PXOs

Twelve PXOs in Metropolitan Toronto were studied in great detail in 1990. Following are some of the findings:

- Depending on the age group, 48 to 80% of pedestrians pushed the button to activate the flashing signals. School-aged pedestrians had the highest compliance.

- Between 60 and 95% of pedestrians actually waited for traffic to stop.

- Approximately 25% of drivers approaching a pedestrian crossover committed a potentially dangerous driver action such as accelerating, not yielding, making an abrupt stop, stopping within the pedestrian crossover lines or passing illegally.

- In a four year period the 12 locations studied experienced 92 collisions of which 22 involved pedestrians.

- The pedestrian collision rate at the PXOs studied ranged from 0 to 5.96 collisions per million pedestrian crossings with an average of 1.19. In Hamilton approximately 0.5 pedestrian collisions per million pedestrian crossings occur at traffic signals.

I.3.3 Regional Municipality of Ottawa-Carleton - PXOs replaced with traffic control signals.

A 1983 report from the Regional Municipality of Ottawa-Carleton compared traffic collision frequency at 25 locations before and after PXOs were replaced with full traffic control signals. When all types of collisions were considered, a 45% reduction in collisions was found. However this has to be contrasted with a background change of 35% at control locations (i.e. locations where no change in pedestrian protection occurred). When pedestrian collisions only were considered, a 71% reduction in collisions was found compared to a 39% change in control locations. Thus, when justified on the basis of other factors, a full traffic control signal appears to be a safer pedestrian control device than the PXO. However it should be noted that

these were "old style" PXOs without the flashing amber beacons. Ottawa did find that the new style of pedestrian crossover with the flashing beacons to be about 20% safer for pedestrians than the old style.

I.3.4 Metropolitan Toronto: Conversion of PXOs to Full Traffic Control Signals

Thirty-four old-style PXO locations were converted in Metropolitan Toronto during the period of 1979 to 1983. Not only was the before and after history of the individual intersections measured but the areas within two blocks of the locations converted were also studied to see if any adverse effects had occurred. On the main street, the number of all types of collisions was reduced by 37% after the conversion compared to the number before. This was found to be significant statistically. Slightly higher overall numbers of collisions were found a short distance away from the converted intersection but these were not statistically different. While collisions involving injuries were separated from those with lesser effects, no analysis was provided for pedestrian-only collisions.

I.3.5 Regional Municipality of Waterloo: Traffic Signals versus PXOs

In a two year period (1988, 1989) there were no collisions of any type at seven midblock pedestrian signal locations. There were 34 collisions at six pedestrian crossover locations including two pedestrian injuries.

I.4 Pedestrian Crossover Collision Statistics Compared to Half-Signals

I.4.1 Edmonton: Conversion of PXOs to Half-Signal

One of the studies found most relevant to Hamilton's investigation is a recent (December, 1988) review of 13 locations in Edmonton which were converted from flasher style PXOs to half-signals. Three years of "before" and three years of "after" data were used. The following results were found.

Pedestrian Collisions: Five locations had a decrease in the number of pedestrian collisions, six locations remained the same and two locations had an increase (both of them from zero in the previous study period to one collision in the post study period). The overall number of pedestrian collisions at the 13 locations went from

nine when PXOs were installed to two when half-signals were installed, which is a reduction of 78%.

All collisions: Eight locations had a reduction in collisions while five showed minor increases in collisions (three of an increase of one collision per year and one with an increase of two collisions per year). The overall number of motor vehicle collisions was 153 at the 13 locations under pedestrian crossover control and 73 under half-signal control, which is a reduction of 52%.

I.4.2 Regional Municipality of Ottawa Carleton: estimated pedestrian safety at half-signal compared to existing pedestrian safety at pedestrian crossovers

A November 1981 study by the Transportation Department of the Regional Municipality of Ottawa Carleton estimated pedestrian safety at half-signals by examining the different components of traffic and pedestrian movements at traffic signals and PXOs. The report concluded that the provision of half-signals at 24 PXO on multi-lane roadways in Ottawa Carleton would have reduced the number of pedestrian collisions by 42% and reduced the pedestrian risk index by about 30%. On two lane roadways the provision of half-signals was projected to increase pedestrian collisions by 139% and the pedestrian risk index by 77%. The cause for the high projection for two lane roads may be a high rate of pedestrian disobedience of traffic signals on two lane roads in Ottawa.

The report concluded that "a. the provision of half-signals in lieu of PXOs on multi-lane roadways in the Regional Municipality of Ottawa Carleton would likely result in a measurable improvement in pedestrian safety and could be reasonable prudent in economic terms, especially for new installations. b. Half-signals probably should not be provided in lieu of PXOs on two lane roadways except perhaps at locations where pedestrians crossovers are warranted but would not operate safely (traffic control signals are currently provided at these locations). c. Some actual operating experience with half-signals is required in order to ultimately resolve pedestrian safety and other traffic operational characteristics that have signals. This resolution should be carried out before any large scale commitment regarding half-signals is made."

I.5 Half-Signal Collision Statistics Compared to Traffic Signals

I.5.1 Half-Signal versus Traffic Signals: Lincoln, Nebraska/Seattle, Washington

A December 1977 Federal Highway Administration Study compared half-signal operation (denoted Sg44) with full traffic signal operation of the semi-actuated type. It was determined that pedestrian behaviour was equivalent or better in terms of hesitation, avoiding conflicts with vehicles and leaving the curb only when appropriate for the half-signal. The traffic signal was deemed to be the same or worse than the half-signal for all measures, including those of driver behaviour. The report also noted that "the major street violations of the prohibited signal at the signal and stop sign (half-signal) appear to be equal to or less than that observed at the control site (full traffic control signal)". In Lincoln the red signal violation rate was significantly less (0.01 level) at the signal end stop sign. In Seattle there was no significant difference. In other words, driver observance seemed to be slightly better in Lincoln and equal in Seattle.

I.6 Perceived Safety

Recent developments in Toronto and Ottawa-Carleton have pointed out that the public may have an unrealistic expectation of the safety afforded by a PXO.

In both jurisdictions there has been considerable public pressure to convert specific PXOs to full traffic signals following the occurrence of a fatal or serious pedestrian collision.

A recent report to the Transportation Committee of Ottawa-Carleton Regional Council stated that "The 1977 study found no significant difference in the total accident rate between PXOs and TCS (traffic control signals)....No significant difference in the pedestrian accident rate between TCS and PXOs on two-lane roadways was determined, but analyses showed a possible higher pedestrian accident rate at PXOs on multi-lane roadways.....it appears from these data that, despite the publicity and citizen concerns each time a serious accident or fatality occurs at a PXO, a pedestrian fatality is a rare occurrence at a PXO."

"Recognizing the fact that the PXO will always be perceived as 'unsafe' and rather than attempting the impossible task of improving the existing device, Council should continue the current policy of replacing the existing PXOs by TCS."

The Toronto experience has been similar. The public confidence level in the PXO, even in its new format, is not high following a serious collision, no matter who was at fault or why. The result is often the installation of an unwarranted traffic signal which may cause additional vehicle-vehicle (rear end) collisions and which will delay traffic much more than the PXO.

Guelph (26 PXOs) staff have expressed similar comments above public perception of PXOs.

The half-signal uses traditional green-amber-red signals and should provide a higher level of public confidence than the PXO.

I.7. Conclusions

Based on the studies noted above, overall and pedestrian safety is higher at half-signals and full traffic signals, particularly on 4-lane (or wider) roadways, than at PXOs.

The key difficulty is translating this result to Hamilton. There are differences in driver and pedestrian behaviour among cities in Canada. As such, conclusive evidence of half-signal safety can only be determined from actual operational experience. The available information supports half-signals as preferable.

Half-signals are safer than full traffic signals statistically, but this is likely due to the higher volume of turns at full traffic signals.

In terms of public perception, the full traffic signal and the half-signal should be similar, and should provide a higher level of confidence than the PXO.

J. TIME TO WAIT BEFORE CROSSING FOR PEDESTRIANS

The next main reason for considering additional types of traffic control devices (after pedestrian safety) is to reduce the delay, or waiting time, the pedestrian incurs, prior to crossing. This is indirectly related to safety, for if the waiting time becomes excessive, the pedestrian may risk crossing in unsafe traffic conditions.

J.1. Pedestrian Delay

All three traffic control devices can be operated as part of the interconnected traffic signal grid. Doing so generally raises the delay to the pedestrian waiting to cross.

The advantage is smoother vehicular traffic flow on the major artery which results in fewer rear-end vehicle-vehicle collisions and less motorist delay. Typically however, the pedestrian crossover is not included in the signal network because its impact on the arterial traffic flow is not great. The half-signal is often operated this way although sometimes included in the traffic signal grid.

In 1979, London reported average pedestrian delays of 1.5 seconds and average vehicular delays of 5.6 seconds at their PXOs. London compared this to pedestrian delays of 20 to 36 seconds and vehicular delays of 15 to 20 seconds at full traffic signals.

A 1977 study conducted in Ottawa found "Delays were lower for both pedestrians and vehicles at the pedestrian crossovers. At the traffic control signals, 67% of pedestrian delays were greater than five (5) seconds and 59% were greater than ten (10) seconds. At pedestrian crossovers only 21% of the pedestrian delays were greater than five (5) seconds and only 6% were greater than ten (10) seconds."

In considering the installation of a pedestrian protection device, the length of time a pedestrian would typically wait to cross the same street at a traffic signal at a major intersection is considered. If a wait of 30 to 40 seconds to cross the artery at a traffic signal is not unusual, it is not a reasonable expectation to provide pedestrians with instantaneous crossing access.

J.2. Conclusion

The PXO provides the fastest response to pedestrian demand, the full traffic signal the poorest. The half-signal, depending on operating strategy, would provide the same response as either the PXO or the full signal.

K. PEDESTRIAN CROSSING PROTECTION IN OTHER MUNICIPALITIES IN SOUTHERN ONTARIO

A number of other municipalities in southern Ontario have reviewed the pedestrian crossover system recently. Following is a status report on some of these locations.

K.1. Ottawa-Carleton

Ottawa-Carleton has not found PXOs to be substantially less safe than full traffic control signals. However, as noted in an above section, public perception is that PXOs are less safe. Ottawa has therefore passed a council resolution not to install any more PXOs on Regional roads. A program is underway to eliminate the present 21 PXOs which are located on Regional roads and replace them with full traffic control signals over the next five years. PXOs on City of Ottawa streets will remain.

In the early 1980's Ottawa-Carleton approached the (then) Ministry of Transportation and Communications with a request to make the installation of half-signals legal. The request was not supported at that time by the Ministry. Ottawa-Carleton still believes in the value of the device, but have not approached the Ministry since that time.

K.2. Metro Toronto

Metro Toronto is undergoing a similar type of review to Ottawa. While the decision has not been made to eliminate PXOs, there is concern about both the public perception of the PXO and their actual safety. A number of PXOs have been converted to full traffic signals in the past few years.

K.3. Windsor

The City of Windsor recently installed three PXOs. These are at low volume locations with two of the three being on two lane streets. Windsor reports that the three have been implemented with satisfactory driver and pedestrian acceptance. No collisions have occurred since their installation.

K.4. Mississauga

Mississauga recently reviewed the concept of PXOs in depth. Mississauga chose not to implement a program of PXOs for the following reasons.

- many locations suggested for PXOs did not meet the minimum requirements based on the Ministry of Transportation, Ontario warrants which consider pedestrian and vehicular volumes.

- an analysis of pedestrians collisions did not highlight any patterns which might have been prevented by the installation of PXOs. In fact, to the contrary, it was detected that a number of pedestrians who were struck while crossing a road were very near to an existing traffic control device, but chose to cross elsewhere, probably out of convenience.

- given the educational concerns of implementing a device like the PXO, Mississauga did not feel that it was cost effective to enter into a program. Mississauga felt that a minimum of 10 PXOs should be installed initially if the program were implemented and that a minimum of $10,000 to $20,000 be spent on education.

K.5. Regional Municipality of Waterloo

Waterloo very recently completed a consultant study of a number of pedestrian crossing locations within the region. The recommended policy suggests the use of midblock pedestrian signals at locations with pedestrians volumes above the minimum for a PXO or with vehicle speeds higher than 60 km per hour or with collision problems. Alternately the use of the PXO is recommended. In terms of applying the policy it was noted that if the present six PXOs are reduced to two or three in number, than the remaining PXOs should be converted as well.

K.6 Oakville

Oakville is the nearest jurisdiction to Hamilton to have a substantial number of PXOs. There are 20 in place at present with 1-2 being added annually. Oakville traffic staff do not consider PXOs very effective.

K.7 Guelph

Guelph has 26 PXOs at present. Staff in Guelph indicate that PXOs are popular with the public until a collision occurs, at which time the City is blamed. For this reason, Guelph does not recommend the use of PXOs.

K.8. Conclusions

For some small cities, PXOs operate well, especially on two-lane roads and especially when complemented by a comprehensive, continuing education and enforcement program.

For large cities and some small cities, there is a problem of public perception. PXOs, as all traffic control devices, are not perfect. However, the public expects a very high level of pedestrian protection from a PXO. When a collision does occur, demand for replacement of the PXO with a signal is a common reaction.
Half-signals have not been tried in Ontario, despite a strong initiative from Ottawa-Carleton in early 1980's. They cannot be used until the Highway Traffic Act is revised to recognize the device.

L. DRIVER EXPECTATION

In order to successfully operate a new type of traffic control device in Hamilton it should behave in a predictable and easily understood fashion. This "driver expectation" is described in this section.

L.1. Pedestrian Crossovers

There is no uniform world-wide or North American standard for pedestrian crossing devices. Recently, a noted American expert in positive guidance, Mr. Gerson Alexander, was in Ontario providing a seminar on driver behaviour. His opinion of the PXO system was quite negative and he does not advocate this type of traffic control device. He feels that it violates drivers' expectation. These comments are based at least in part on Mr. Alexander's familiarity with the more traditional uses of the flashing amber indication, typically for hazard warning.

Hamilton is not that far from the American border. The pedestrian crossover system is unique to Canada. The signing and pavement markings of the Ontario PXO is unique to Ontario. Therefore American drivers are unlikely to be clear on the meaning of the flashing amber indication and other associated regulations such as the prohibition of passing approaching a PXO.

Hamilton uses flashing amber signals during the night time operation of approximately 40 traffic signals in Hamilton. Hamilton drivers are accustomed to

this type of operation and interpret the flashing amber as "slow down and yield" (proceed with caution). They do not perceive the flashing amber as direction to stop. Indeed, the Highway Traffic Act meaning of flashing amber is that the "driver ... approaching a flashing circular amber indication ... may proceed with caution." The flashing amber signals on the pedestrian crossover would conflict directly with the driver understanding of the flashing night time traffic signals. This would mean two different meanings for the same indication. This is of major concern and is a direct violation of the driver's expectation.

There are no PXOs in use in the Region of Niagara, or in the Region of Hamilton-Wentworth and only one in the Region of Haldimand-Norfolk. The closest PXOs are in Paris, Ontario (2); Oakville (20); Guelph (26) and Milton (3). Therefore there is only a limited base of driver experience upon which to depend.

The typical PXO installation has no signal indications for the pedestrian, and therefore does not provide positive guidance as to when to cross.

With a relatively uncommon device, it would be unwise to install only one or two locations. Once a decision has been made to operate a device such as a PXO, a reasonably large number should be implemented simultaneously. This might mean a minimum of 10 to 20 locations to be installed in the first year.

One of the chief concerns with the half-signal, expressed by traffic engineers, is the use of two different types of traffic control at one location. In fact, the PXO has the same situation - a flashing amber beacon is displayed to main street drivers while a stop sign controls side street drivers.

L.2. Half-Signals

The control devices used in a half-signal, a three section traffic signal and a stop sign, are conventional and known to all drivers. The half-signal is also an accepted traffic control device in the Canadian Manual of Uniform Traffic Control Devices. The major concern with the use of the half-signal, is the combination of two types of control at the same location. Two situations can occur which are difficult or unusual for a driver. They are: 1) a driver on the main street proceeding towards a green traffic signal sees a driver cross the road in front of him. This violates his expectations as he expects that the driver on the side street is facing a red traffic

signal. While this violates his expectations, it will in all likelihood not be an unsafe manoeuvre as the driver facing the stop sign will wait until the way is clear. 2) A driver waiting at the stop sign on the side street may not be sure of when the traffic stopped for a pedestrian is about to start up again. The driver may proceed at the wrong time and be involved in a collision.

There is clear evidence that these are not major problems: a) the number in use in western Canada, b) field observations by Hamilton Traffic Department staff in Victoria, c) a review of videos from Nanimo and Edmonton showing proper driver behaviour and d) two locations in Hamilton (King at Summers Lane and Kenilworth at Vansitmart), approved as legal traffic signal installations by the Province of Ontario, which have a mix of a traffic signal on one or more approach(s) and a stop sign on another.

The half-signal has pedestrian signals which provide positive direction to pedestrians as to when to commence crossing.

L.3. Traffic Control Signals

The standard traffic control signal is well known to all drivers and pedestrians and is the most conventional of all devices.

L.4. Conclusion

The device which is best understood, and most likely to be obeyed, is the full traffic signal.

The half-signal has the unusual characteristic of mixing a stop sign with a traffic signal but works well in the locations reviewed.

The PXO, particularly in Hamilton, appears to be the device which would be least understood and most likely to be misinterpreted.

M. INSTALLATION AND MAINTENANCE COSTS

When considering the cost of a traffic control device, the concept of "lifecycle" costs should be considered. This means that initial installation cost, annual maintenance cost and the availability of subsidy from the Province should be considered.

M.1. Pedestrian Crossovers

The Traffic Department estimates of the cost of installation of a PXO are (in 1991 dollars) $17,600 for a two-lane roadway and $25,500 for a four-lane roadway.

Maintenance costs (based on preventative maintenance, emergency maintenance and depreciation) can be expected to be approximately 10% of installation cost or between $1700 and $2500 annually.

Subsidy from the Ministry of Transportation, Ontario is available up to the end of 1991 for upgrading PXOs from the passive type to the present standard with flashing beacons. However, the Ministry has indicated that all programmes of subsidizing PXOs will be terminated at the end of 1991.

M.2. Half-Signals

The installation of a half-signal would be very similar in cost to a midblock pedestrian signal such as that installed on Limeridge Road at St. Jerome's School. That particular installation cost $30,240 in late 1990. Thus $30,000 is a reasonable estimate.

Maintenance costs at 10% would be approximately $3,000 per year.

Currently subsidy is not available. It is unknown whether subsidy would be available, should the Ministry elect to endorse the concept of half-signals. Full traffic signals, meeting the minimum pedestrian and vehicular volume warrants, are eligible for 50% subsidy. PXO upgrades are eligible for subsidy at present but as mentioned above this will be terminated at the end of 1991. The safest assumption for comparison purposes is that no subsidy would be forthcoming.

M.3. Full Traffic Signals

The installation cost of a fully actuated traffic signal ranges from $50,000 to $80,000 depending on the requirements for underground duct installation, etc. For discussion purposes an estimate of $65,000 is suggested. Maintenance costs at 10% would be

$6,500 per year. Subsidy would not be available for two reasons. First the present programs of installing traffic signals (primarily on Regional roads) are already geared to obtaining the maximum subsidy available from the Province. Secondly, given the volume of vehicles and pedestrians at the locations under consideration in this study, the minimum levels of the warrants would not be met and subsidy would not be forthcoming.

M.4. Conclusion

In order of lowest to highest cost: PXO; half-signal; full traffic signal.

N. ENFORCEMENT/EDUCATION REQUIREMENTS AND COSTS

N.1. Pedestrian Crossovers

As the PXO is not a common traffic control device in the Hamilton area, a significant programme of education and enforcement would have to be undertaken in order to assure success full implementation. Such a program was recommended by the M.T.O. even for conversion from the old-style "passive" crossovers to the new style units with flashing beacons. Metro Toronto employed this type of program in 1989 - 90 for their PXO conversion. Estimates of approximately $20,000 for print and media advertising have been quoted in other municipalities of similar size. This would not seem unreasonable for an initial campaign.

It was noted in several reports that annual PXO education campaigns are needed in order to maintain pedestrian and driver compliance. A program only at the introduction of PXOs to a city is not considered sufficient. The on-going costs, although difficult to estimate, would be significant.

If the police were to devote one half of an officer shift (that is approximately 4 hours per day) to enforcing the PXO rules (no passing within 100 feet, yielding the right of way to pedestrians, etc.), the annual enforcement costs would be $30,000.

N.2. Half-Signals

As the meaning of the three section traffic signal head is universal, less educational effort than the PXO would be required to implement half-signals. An introductory

program (estimated cost range $10,000-$20,000) on a one-time basis is all that should be required. Similarly, enforcement should be within the abilities of the existing Hamilton-Wentworth Regional Police Department staff and should require no change in the current enforcement strategy.

N.3. Full Traffic Signal

As this is a standard traffic control device, no education or enforcement costs would be incurred.

N.4. Conclusion

The full traffic signal requires no program of additional education or enforcement. The PXO requires an extensive, on-going program of education and of enforcement. The half-signal will require a one-time education campaign, but ordinary levels of enforcement should be adequate.

O. EFFECTS ON NEIGHBOURHOOD AND ARTERIAL TRAFFIC

O.1. Pedestrian Crossovers

PXOs are used at intersections with stop control on the side street so no change on the neighbourhood traffic flow pattern would occur.

The PXO is the device with the least negative effect on arterial traffic and on neighbourhood traffic. A driver approaching a PXO is only required to yield the right-of-way to pedestrians, rather than stop. Furthermore the driver is only required to yield the right-of-way to pedestrians on his/her half of the roadway. This means that some drivers are not stopped unnecessarily and others are only delayed minimally by crossing pedestrians. As additional stops result in rear-end collisions, minimizing the number of stops improves safety.

A 1977 study in Ottawa found that "At traffic control signals 89% of vehicle delays were greater than five (5) seconds and 27% were greater than twenty (20) seconds. Only 40% of vehicular delays were greater than five (5) seconds and less than 1% of the vehicular delays were greater than twenty (20) seconds at the pedestrian crossovers."

O.2. Half-Signals

As the half-signal has a stop sign on the side street, one of its key advantages is that the neighbourhood traffic flow is not affected negatively by inducing a through movement on a neighbourhood street.

The number of motorists on the arterial roadway who would have to stop for a half-signal would be greater than that of the pedestrian crossover. The driver facing a red traffic signal is required to wait until the full sequence is completed. The timing of the pedestrian sequence is sufficient to allow the pedestrian ample time to cross the roadway.

The introduction of a half-signal on the arterial street system may also mean that the driver cannot proceed through the next traffic signal in a smooth, progressed flow as would have existed before the half-signal was installed. The added stops would result in rear-end collisions. However, in some cases it would be possible to integrate the half-signal into the system, thereby eliminating the problem, at the expense of some additional delay to pedestrians.

O.3. Full Traffic Signals

Outside of cost, the prime drawback to the use of a full traffic signal as a pedestrian control device is the provision of vehicular traffic signals to the side street. This changes the neighbourhood traffic flow pattern and may turn the street which connects to the traffic signal into a major through traffic route. This change in traffic volume is usually not appropriate for a neighbourhood street and may not be well accepted by the residents of the street involved.

The full traffic signal would have the greatest impact on arterial traffic flow. Not only would pedestrians wishing to cross the road interrupt the traffic stream but the use of sensors in the roadway would allow side street vehicles to interrupt the main street traffic flow. Pedestrian crossings are often limited to specific times of day while side street vehicular volumes could be sufficient to interrupt the main street traffic flow regularly throughout the day.

O.4. Conclusions

Neither the PXO nor the half-signal have the negative effect of attracting traffic to the local neighbourhood street. The full traffic signal will cause increased through traffic on the neighbourhood street which may upset the local residents.

The PXO causes the fewest stops (and, hence, the least chance of additional rear-end collisions) for arterial traffic. The half-signal is not as efficient in this respect as the PXO, but much better than the full traffic signal.

P. APPLICABILITY AND WARRANTS

P.1. Pedestrian Crossovers

PXOs cannot be applied universally. First, the Highway Traffic Act prohibits the application of the PXO at locations with speeds greater than 60 km/h. Other criteria (see appendix B for complete list) recommend against the application of the PXO at locations with more than three lanes on a one-way street or more than four lanes on a two-way street or locations with concrete median islands. These types of locations are precisely the ones which a pedestrian would have the most difficulty crossing. Second, the PXO has been proven to operate more safely on two lane roadways than on four lane roadways. Again, this runs contrary to the types of locations at which a pedestrian is most likely to encounter difficulty crossing. Third, because of the uniqueness of the operation of the PXO to Hamilton, it would be necessary to install a minimum number of PXOs in the first year as a complete programme. A suggested minimum number would be at least 10 and preferably 20 locations in order to ensure driver familiarity. This has implications on the City and Region's ability to initiate a program of this nature.

Installation warrants for PXOs have been developed by the Ministry of Transportation, Ontario. These are listed in Appendix B.

P.2. Half-Signals

A half-signal is a traffic control signal for the main street and as such can be installed at any location for which a normal traffic control signal would be satisfactory but would not be appropriate based on vehicular and pedestrian volumes. The only locations which would be considered unacceptable are those with poor geometrics (that is, substandard sight distance) or locations too close (less than 700 feet minimum) from existing traffic signals. Locations with high volumes of side street traffic in addition to proven pedestrian demand might be candidates for a full traffic signal. This would minimize the potential of vehicle-vehicle conflicts which may occur due to the combination of traffic signal and stop sign at one location. Unlike the PXO, the half-signal can be used for both crosswalks crossing the arterial street, although signalizing only one crosswalk is more common.

Installation warrants would have to be developed for half-signal use in Hamilton. The warrants could be based on those in use in western Canada, combined with the Ontario PXO warrants.

An initial investigation was performed to determine the number of locations in Hamilton-Wentworth which would be candidates for half-signal installation. Three bases for the initial judging were used: i) the location must be 700 feet (215 metres) or more from the nearest traffic signal and ii) the location must meet the existing provincial standard for pedestrian volumes and delay (MTO warrant for PXOs was used) or iii) the location must have a high number of pedestrian collisions (0.3 collisions/year/location was the criterion used). While the development of a final list of candidate locations and priorities will require detailed investigation, the preliminary process was used to gain an insight into the approximate number of candidate locations.

It would appear that there are between 15 and 25 locations which meet the preliminary standards for either pedestrian volumes/delay or for collisions or for both and would likely benefit from the installation of a half-signal.

The Transport and Environment Committee directed a review of the potential use of the Greenhill Avenue/Monte Court intersection as a trial location for a pedestrian crossing system. Following a decision by the Committee as to the type of crossing system to be used in Hamilton, a formal set of criteria and warrants for installation

will be developed and the Greenhill/Monte intersection can be evaluated against the standards and compared to other potential candidates.

P.3. Full Traffic Signal

Full traffic signals can be installed at almost any intersection. Generally, signals are only recommended where the volume and collision warrants justify the installation and the other criteria, such as distance to the nearest signal and ability to progress traffic smoothly, are met. In order to ensure satisfactory performance it is generally preferable to have two lanes on each leg of the roadway approaching the intersection. This ensures more efficient operation as left turns do not block the progress of through vehicles and right turning vehicles.

The full traffic signal serves both pedestrian crosswalks across the arterial in almost all cases.

The warrants for the use of the full traffic signal based specifically on pedestrian need would have to be developed. Part of the process of developing the warrants would be the consideration of alternately available devices, such as PXOs or half-signals.

P.4. Conclusions

PXOs are limited by installation criteria and operational experience only to locations with few traffic lanes and low volumes. Half-signals are limited by only a few factors, primarily the requirement to keep at least 200 metres between the half-signal and the nearest traffic signal or flasher. Full traffic signals should be reserved for those locations with substantial volumes of both vehicles and pedestrians, as well as the necessary roadway geometry and other conditions. The half-signal, for pedestrian crossing use, is the device with the fewest restrictions.

Q. OVERALL CONCLUSIONS

Based on the factors in the above sections, the half-signal is the recommended crossing system.

It is recommended that the Traffic Department proceed with three actions simultaneously:

a) a formal request to the Minister of Transportation to revise the Highway Traffic Act to recognize half-signals, or to allow demonstration projects in Hamilton.

b) development of installation warrants for half-signals in Hamilton.

c) development of a priority list of applicable locations in Hamilton, based on the warrants.

APPENDIX B OF
TRANSPORT AND ENVIRONMENT COMMITTEE REPORT TEC 65-91

MINISTRY OF TRANSPORTATION, ONTARIO

CRITERIA AND WARRANTS FOR INSTALLATION OF

PEDESTRIAN CROSSOVERS

A. INSTALLATION CRITERIA

There are many factors which must be considered in choosing the location of a pedestrian crossover and these are reflected in the installation criteria which includes a warrant. In each installation, a high degree of engineering judgement is required to effectively weigh the many concerns associated with safe pedestrian crossover operation.

The following criteria should be considered when pedestrian crossover installations are proposed:

1. Careful consideration should be given to the operating speed (85th percentile) which should not be greater than 60 km/h. Pedestrian crossovers are prohibited through legislation on roadways with a posted speed of greater than 60 km/h. Posted speed limits should not be artificially lowered to 60 km/h to only accommodate the installation of pedestrian crossovers.

2. Pedestrian crossovers should not be located on highways with divided roadways.

3. Pedestrian crossovers should not be located on highways of greater than four lanes of traffic for two-way traffic flow, and not on highways of greater than three traffic lanes for one-way traffic flow.

4. The highway should have a traffic volume of less than 35,000 AADT.

5. There should not be heavy volumes of vehicular traffic turning across the pedestrian crossover.

6. No visibility problems should exist for either pedestrians or motorists due to horizontal or vertical roadway alignment, utility poles, sign posts, parked vehicles, offset intersections, or roadside distractions. A safe sight distance should be maintained through "stopping" prohibitions.

7. There should not be a loading zone or other area that is considered essential for stopping or parking located in the immediate vicinity.

8. A pedestrian standing area should exist on the approaches to the crossing, or should be provided by adjacent sidewalks. The pedestrian standing area should have adequate street lighting for night time visibility.

9. The pedestrian crossover location should be greater than 215 metres from another pedestrian crossover, traffic signal installation, flashing amber light, or school crossing.

10. Pedestrian crossovers should not be located at intersections where the approach over which the pedestrian crossover is to be installed is controlled by a stop sign.

11. Pedestrian crossovers should not be located where pedestrian volumes are large and constant interruption of vehicular traffic is likely to occur upon the installation of a pedestrian crossover, such as at universities or other schools. In these cases, another form of traffic control should be considered such as a traffic control signal system.

12. To achieve the necessary public awareness for safe operation, there should be a sufficient number of pedestrian crossover locations in the municipality to ensure that the majority of pedestrians and motorists in the area become familiar with pedestrian crossover operations.

13. Pedestrian crossovers should not be located near a driveway or entrance.

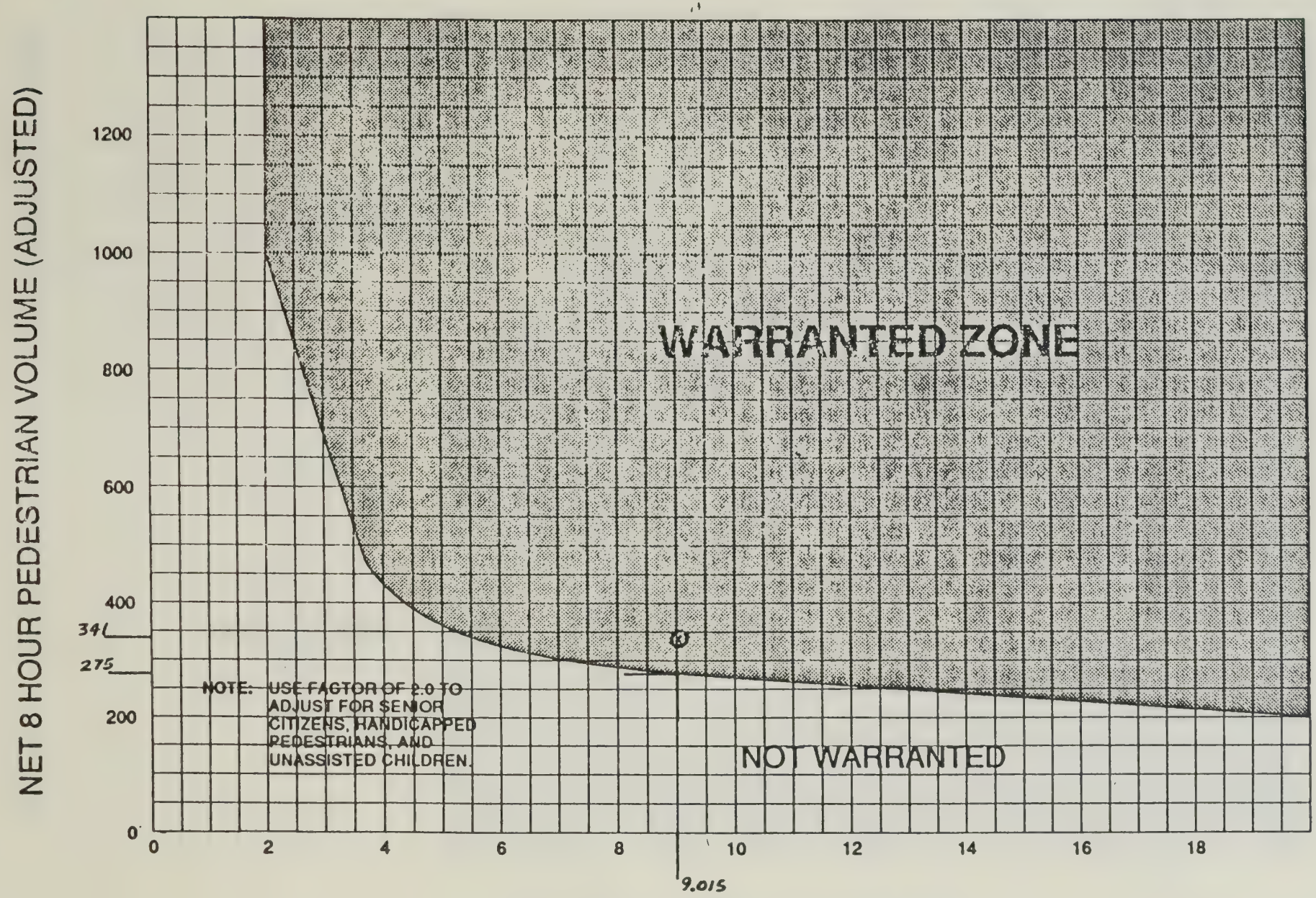
14. Pedestrian crossovers should be installed only when the warrant for pedestrian crossovers is met.

A.1. Warrant

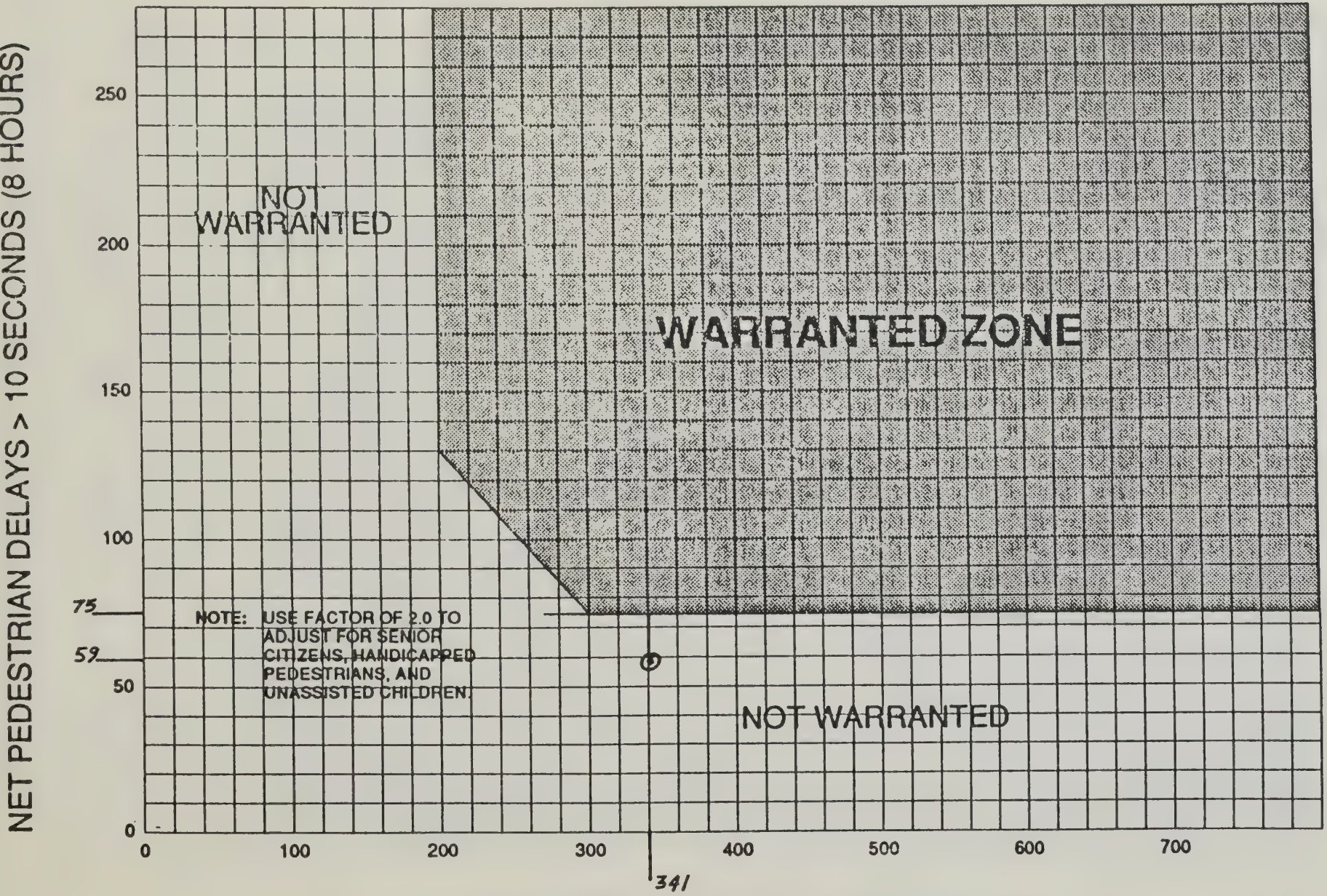
The installation of a pedestrian crossover is warranted under the following condition:

When both the Volume Warrant Graph and the Delay Warrant Graph of the "Pedestrian Crossover Survey and Analysis Procedure" indicate a warranted condition using the current values of pedestrian volume, pedestrian delay and traffic volume.

PEDESTRIAN CROSSOVER EVALUATION
— VOLUME WARRANT GRAPH —



PEDESTRIAN CROSSOVER EVALUATION
— DELAY WARRANT GRAPH —



APPENDIX C OF
TRANSPORT AND ENVIRONMENT COMMITTEE REPORT TEC 65-91

TRANSPORT AND ENVIRONMENT COMMITTEE

REPORT TEC-284-90

CITY OF HAMILTON

- INFORMATION -

DATE: 1990 November 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Pedestrian Crossover Systems - Status Report. [TEC-284-90]

Murray F. Main

BACKGROUND:

At the meeting of 1990 August 20, the Transport and Environment Committee directed the Traffic Department to prepare a report on pedestrian crossover systems using the Greenhill Avenue/Monte Court intersection as a pilot project. The Traffic Department has conducted research into this matter and wishes to bring the Committee up to date as to our findings.

A. PEDESTRIAN CROSSOVER SYSTEMS

The term "pedestrian crossover system" implies a traffic control device primarily to provide pedestrians with the right-of-way for crossing roads with heavy traffic.

Prior to 1988, the standard for pedestrian crossover systems in Ontario consisted of overhead signs with internal illumination only. The pedestrian was required to point his arm and attempt to gain the attention of traffic. The Traffic Department could not and does not support this type of "passive" pedestrian crossover System as it does not appear to provide positive protection for the pedestrian or clear information to the driver.

The standard has recently been revised to include a push button controlled set of flashing amber lights adjacent to the internally illuminated signs. This would seem to be a substantial improvement in the system. However, ongoing investigations have found that Metropolitan Toronto is replacing some of their pedestrian crossovers with full traffic signals because of concerns for pedestrian and motorist safety. This is not to say the concerns of Metro Toronto are directly applicable to

Hamilton, but merely to point out that there are some drawbacks with the device. A consultant study is presently underway in Metro, and is scheduled for completion in December. The results of this study of crossovers will assist staff in evaluating the possible use of crossovers in Hamilton.

The Traffic Department is continuing to obtain Canadian and American information on the safety of pedestrian crossovers. The Traffic Department is also comparing the Ontario type of pedestrian crossover with other control devices which provide crossing protection. Some of the factors to be considered, which will affect the final recommendation include:

- the level of safety provided for the pedestrian
- the potential for causing additional motor vehicle collisions
- the additional delay or congestion caused to vehicular traffic
- the cost of initial installation and of maintenance
- the cost of additional police enforcement to ensure satisfactory operation
- the requirement for and cost of an educational campaign
- the minimum number of devices which must be installed if a program is undertaken

For the information of the Committee, the estimated cost of a single pedestrian crossover installation is in the range of approximately $18,000 to $25,000. Our findings also indicate that, in order to ensure driver familiarity, the City and/or Region should simultaneously install an initial group of at least 15 to 20 locations, should a program be undertaken.

B. PEDESTRIAN SAFETY PROGRAM

At the Transport and Environment Committee meeting of 1990 October 22, the Traffic Department was requested to participate in a program of gathering public comments about pedestrian safety policies. The pedestrian crossover system concept is certainly one of the policies which will be examined in the course of this program. As such, it would appear premature to report on pedestrian crossover systems at this time. Instead, the Traffic Department will continue to investigate the concept and will report to the Transport and Environment Committee through the public policy meeting process.

7.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 26

REPORT TO: Transport and Environment Committee

FROM: Ms. Tina Agnello, Secretary
Transport and Environment Committee

SUBJECT: **AMO SEMINAR - MUNICIPALITIES AND THE ENVIRONMENT: TRUTH OR CONSEQUENCES FRIDAY, OCTOBER 18, 1991, TORONTO, ONTARIO**

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the AMO Seminar - Municipalities and the Environment: Truth or Consequences to take place on Friday, October 18, 1991 in Toronto, Ontario.

(b) That the costs for attendance be allocated to Alderman Travel Account No. CH55201-10010 from the 1991 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Alderman Travel Account No. CH55201-10010 from the 1991 Operating Budget.

BACKGROUND:

Seminar outline as attached.

RECEIVED
SEP 19 1991
CITY CLERKS

SEMINAR

MUNICIPALITIES AND THE ENVIRONMENT: TRUTH OR CONSEQUENCES

FRIDAY, OCTOBER 18, 1991
9:00 A.M. - 3:30 P.M.

MANUFACTURERS LIFE INSURANCE CO.
200 BLOOR STREET EAST (MAIN FLOOR THEATRE)
TORONTO, ONTARIO

NOTE: SPACE IS LIMITED; PLEASE ENSURE YOUR EARLY REGISTRATION.

The following program has been designed to address environmental issues from the unique perspective of municipalities. It will be of interest to muncipal councillors and staff, as well as their legal advisers.

PROGRAM

8:00 a.m.	REGISTRATION AND COFFEE
9:00 a.m. - 9:15 a.m.	INTRODUCTORY REMARKS **Lex Bullock** **Borden & Elliot**
9:15 a.m. - 10:00 a.m.	OPENING ADDRESS **"The New Realities of Environmental Regulation"** **Gary Gallon** **President** **Environmental Economics International**
10:00 a.m.	COFFEE BREAK
10:15 a.m. - 12:15 p.m.	THE LIABILITY OF MUNICIPALITIES FOR ENVIRONMENTAL WRONGS . Personal liability of councillors and senior staff . Municipal liability for sale of contaminated lands **Maureen Houston** **Borden & Elliot**

. Municipal liability for the approval of development of contaminated lands

. Cleanup obligations/liabilities for non-compliance

Harvey Stone
Borden & Elliot

. How to avoid liability

Richard Laughton
President
Pollutech Ltd.

12:15 p.m. LUNCHEON

1:30 p.m. - 3:30 p.m. NEW PROVINCIAL ENVIRONMENTAL CONTROLS ON MUNICIPAL PLANNING

. Provincial policy statements and declarations of provincial interest

. Environmental Assessments of official plan amendments and rezoning by-laws

Helen Lepek
Principal
Templeton-Lepek Limited
Planning Consultants

Nancey Mather, P.Eng.
Partner
Cosburn, Patterson, Wardman
Environmental Engineering Consultants

Stanley M. Makuch
Borden & Elliott

. The Greening of the Ontario Municipal Board (an examination of recent decisions)

Lex Bullock
Borden & Elliot

. The impact of the proposed Environmental Bill of Rights on municipalities

Fredrick Coburn
Environmental Lawyer
Borden & Elliot

SEMINAR

MUNICIPALITIES AND THE ENVIRONMENT: TRUTH AND CONSEQUENCES

FRIDAY, OCTOBER 18, 1991
9:00 A.M. - 3:30 P.M.

MANUFACTURERS LIFE INSURANCE CO.
200 BLOOR STREET EAST (MAIN FLOOR THEATRE)
TORONTO, ONTARIO

NOTE: SPACE IS LIMITED; PLEASE ENSURE YOUR EARLY REGISTRATION.

- R E G I S T R A T I O N -

Name: _____

Title: _____

Municipality/Organization: _____

Address: _____

Telephone: _____ Fax: _____

REGISTRATION FEE: $117.70 ($110.00 + $7.70 GST) GST #R106732944

AMO will not accept faxed registration forms. Please note that registration forms will not be processed unless accompanied by proper payment. Please make cheques payable to:

ASSOCIATION OF MUNICIPALITIES OF ONTARIO
Suite 701, 250 Bloor Street East
Toronto, Ontario M4W 1E6

REFUND POLICY: An administration fee for seminar cancellations and refunds will be $53.50 ($50 + $3.50 GST). Requests for refunds must be in writing and received by AMO on or before October 4, 1991. Please allow 2-4 weeks for processing.

8.

Brian Hinkley Alderman Ward Three

CITY COUNCIL

Res: (416) 572-7500

Finance & Administration Committee -Chairman

Keep Hamilton Clean Committee -Chairman

Seniors Centre Feasibility Study -Chairman

Harbour Task Force -Chairman

Handbill Sub-Committee -Chairman

Hamilton Municipal Retirement Fund -Chairman

Hamilton Seniors Council -Liaison

Parks & Recreation Committee -Member

Hamilton Non-Profit Housing -Member

Regional Engineering Committee -Member

Regional Economic & Planning Committee -Member

Chairman's Environmental Advisory Committee -Member

Hamilton-Wentworth Children's Aid Society -Member

July 16, 1991.

Miss Tina Agnello,
Secretary,
Transport and Environment Committee,
City Clerk's Department,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4.

Dear Miss Agnello:

RE: BULK GARBAGE COLLECTION

I would like to discuss, with the Members of the Transport and Environment Committee, our current program of bulk garbage collection.

A number of residents have raised several concerns with me.

It appears as though the current manner in which bulk garbage collection is undertaken has several deficiencies.

I would like to discuss these deficiencies with the Committee Members.

Yours truly,

Brian Hinkley

Brian Hinkley,
Alderman, Ward 3.

BH:dd

c.c. Joe Pavelka, Director of Public Works, City of Hamilton;
Henry Merling, Chairman, Transport and Environment Committee;
Fred Steffler, 85 Century Street, Hamilton, Ontario. L8L 1V9;
Joan Rapsavage, 52 Proctor Blvd., Hamilton, Ontario. L8M 2M4.

Recycled Paper

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO:	Alderman B. Hinkley Alderman, Ward 3 Aldermen's Office	YOUR FILE:	
FROM:	Mr. J. G. Pavelka, P.Eng. Director of Public Works Public Works Department	OUR FILE: PHONE:	91.1101 546-4622
SUBJECT:	Bulk Garbage Collection	DATE:	1991 July 25

To assist you in your presentation to the Transport and Environment Committee, because I'm not familiar with which aspect of the bulk garbage collection you are concerned with, this report to you includes the following:

Mrs. Rapsavage's letter of April 25, 1991
Mr. Lobo's response dated April 29, 1991
Your correspondence dated May 16, 1991
My correspondence dated May 24, 1991
Your correspondence dated July 16, 1991

To be of assistance to you on this matter, the following details some of the logistics that goes on to make the present operation happen.

A. DETAILS OF OPERATION

All residents are advised that two working days notice prior to their normal collection day is required for the collection of bulk items. Residents are also advised that there is a limit of 4 bulk items per week and that items must be placed out front by the sidewalk on the road allowance no later than 7:00 a.m. on their garbage day. For your information, attached is the notice used by staff when information is required on the City's bulk garbage collection service.

Two working days notice is required to enable us to forward the lists to our contractor. The City's contractor, Laidlaw, then endeavours to plot the most efficient route based on the postal codes of the addresses, so that their driver can pick up the bulk garbage.

Due to the number of addresses and the wide spread locations, it is imperative that a limit of 4 items be placed on each household. If we were to exceed this limit, it would be impossible for our contractor to complete that day's schedule resulting in a backlog of pick up and ultimately working weekends. Presently, our contractor resumes their schedule at 7:30 a.m. and completes the lists at an average of 12 hours.

All of the Sanitation Foremen (4) and the General Foreman of Sanitation, have copies of the bulk garbage locations. As the Foremen travel throughout the neighbourhood, if they notice a location where there are bulk items, the Foreman visits the address and either talks to the resident or leaves the attached "Notice Collection of Bulk Refuse Items".

If there is only a modest amount of bulk garbage and the address is not on the list, the Foreman will pick up the garbage and put it on the back of his truck.

If the pile of bulk items is substantial, then either the resident removes the items from the road allowance until next week or sometimes, the bulk items just sit on the road allowance for a week until the next collection comes by.

So in fact, the actual operation is carried out with practical and common sense, much like the manner in which Mrs. Rapsavage suggests.

In the downtown core area, in addition to the Laidlaw service, for approximately 1/2 day per week, a crew cab stake truck with a 3 man crew travels along alleys cleaning up bulk items after the garbage day if the bulk items are blocking the alley or constitutes a danger to the public.

Ends of the month are problematic for the bulk garbage collection because there are usually a number of people moving. Quite often, after the move, some pieces of furniture and garbage are usually left in the apartment/townhouse. Quite often, these items are then put out as bulk garbage, without previous arrangements being made through Public Works. Equally as important is whether these items should be considered bulk garbage versus the landlord's responsibility to haul this garbage away at his cost.

However, if the bulk items are not on the road allowance, the City's contractor and the foremen are coached to not take the bulk items. On more occasions then you would even like to think, when a friendly, well meaning garbage man has taken all of the bulk items, there have been complaints by citizens that that which was removed was not garbage but were in fact items being stored for either a garage sale or waiting to be moved. Because of such possible complications, only bulk items clearly on the road allowance are removed.

B. COMPARABLE BULK GARBAGE COLLECTION SERVICES

The 1991 budget appropriation for this activity is $198,140.00 and provides service weekly upon request.

Discussions with our peers in other municipalities have led staff to conclude that the City of Hamilton is presently providing the highest level of service with respect to bulk garbage collection than any other municipality in the immediate area, if not the Golden Horseshoe.

Municipalities in the immediate area provide annual or bi-annual bulk garbage collection. Most recently, the City of Burlington has even discontinued this service and has started charging for bulk garbage collection service.

C. TIPPING FEES AT TRANSFER STATION

Most recently, the problem of bulk garbage throughout the City has increased. There is no doubt that the bulk garbage problem is directly attributable to the increase in the tipping fees by the Region at the transfer station.

Rather than paying the higher tipping fees, landlords and small contractors are either dumping their garbage and debris in remote areas or trying to get the City to pick up the bulk garbage in its normal services.

D. ADVERTISING OF AVAILABILITY OF BULK GARBAGE COLLECTION

To better advertise the availability of the City's bulk garbage collection, staff have included the notice on the bottom of the City's notice to public regarding garbage collection, whenever there is a statutory holiday.

As well, arrangements have been made with Cable 14 to advertise the following message as a Community Announcement:

DISPOSAL OF BULK ITEMS

> For the pick up of bulk items, such as stoves, rugs, mattresses, tires, etc., please call the Department of Public Works at 546-2785, two working days prior to your regular collection day.

As well, discussions with Treasury confirm that an insert can be mailed out in next year's property tax bills to all Hamilton Taxpayers.

E. CONTRACT WITH TRICIL/LAIDLAW

The City's contract with Tricil/Laidlaw will be completed on May 4, 1992, so any suggested improvements or increases in the level of service should be reviewed with the Transport and Environment Committee throughout 1991 so that when this contract is retendered, any changes or additional requirements can be included.

Furthermore, it is likely that this contract will be retendered in the Fall, even though it is not finished until May, 1992 so that staff have actual tender prices to include in the 1992 budget for appropriation.

J. G. Pavelka

JGP/jdh
Attach

c.c. Alderman H. Merling, Chairman, Transport & Environment Committee
Mr. D. Lobo, Manager of Streets & Sanitation
R. P. Meiers, Operations Engineer
Mr. D. A. Heintz, Project Maintenance Engineer
Ms. J. Rapsavage, 52 Proctor Boulevard, Hamilton, Ontario L8M 2M4

File

52 Thurston Blvd.,
Hamilton, Ont. L8T2T4
April 25th, 1991

Dept. of Public Works,
City of Hamilton.
Attention: Mr. J. Pavelich

It seems that when some people move they leave their sofas, mattresses, etc. on the sidewalk to be picked up without phoning your department. Eventually a concerned citizen phones your department and the offending eyesore is removed.

I have a suggestion.

The driver of the city garbage truck has time while waiting for the city garbage to be thrown onto the truck to record the location of such eyesores. Surely, he/she can be supplied with writing paper and pen to record these eyesores.

If there is duplication because someone has already phoned in, surely, this is preferable to the abandoned trash littering our city streets

91-1101-00

Sincerely,

Jan Rapsavage

Rapsavage

FILE No.
DEPT. PUBLIC WORKS
APR 26 1991

	INFO ONLY	REPT REQD.	
MA			
MSS		✓	
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MCEM			
MFS			
CCAS			
MORT			
SPM			
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[illegible]			
SSS(c)			
SSS(m)			
SMM			

C.C. Alderman Vic Henry
C.C. Alderman Brian Hinkley

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4 91.1106.01

1991 April 29

Joan Rapsavage
52 Proctor Boulevard
Hamilton, Ontario
L8M 2M4

Dear Ms. Rapsavage:

Re: Garbage Pick Up

I would like to thank you for taking the time to share with us your views with respect to bulk items being left out on the road allowance without prior arrangements being made to our Department.

Our Sanitation drivers' full attention focuses on oncoming traffic, pedestrians, and the safety of the Sanitation throwers. It is, therefore, impossible for our drivers to be writing every address that has bulk items out.

However, your suggestions are logical and are presently being processed by our Sanitation General Foremen who have a copy of the bulk lists in their vehicles. Many of the offenders are caught by our foremen, however, there will always be addresses that will be missed.

Thanks again for your comments.

D. Lobo.

D. LOBO, MANAGER
STREETS & SANITATION
DEPARTMENT OF PUBLIC WORKS

/jdh

c.c. Alderman B. Hinkley, Alderman, Ward 3
Alderman D. Drury, Alderman, Ward 3

CITY COUNCIL

nance & Administration Committee -Chairman

Keep Hamilton Clean Committee -Chairman

Seniors Centre Feasibility Study -Chairman

Harbour Task Force -Chairman

Handbill Sub-Committee -Chairman

Hamilton Municipal Retirement Fund -Chairman

Hamilton Seniors Council -Liaison

Parks & Recreation Committee -Member

Hamilton Non-Profit Housing -Member

egional Engineering Committee -Member

Regional Economic Planning Committee -Member

rman's Environmental dvisory Committee -Member

amilton-Wentworth ildren's Aid Society -Member

Recycled Paper

Brian Hinkley Alderman Ward Three

71 Main Street West
Hamilton, Ontario
L8N 3T4

Tel: (416) 546-2730
Res: (416) 572-7500

May 16, 1991.

Mr. Joe Pavelka,
Director of Public Works,
The Corporation of the City of Hamilton
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4.

Dear Mr. Pavelka:

Some time ago I expressed a concern with respect to the manner in which the bulk garbage collection is picked up.

Since that time, other citizens have called me with similar concerns.

You may recall receiving a letter from Joan Rapsavage respecting this matter as well.

I continue to have concerns regarding this whole issue.

I am not sure that the matter is being fully addressed. I believe it is now time to have the Transport and Environment Committee discuss this as a Policy issue.

If, however, you have some changes that you are proposing to the bulk garbage collection, I would be prepared to wait another 30 days until you have a Proposal to put forth. If not, I will proceed to the Transport and Environment Committee.

I believe this whole issue of bulk garbage pickup must be addressed in a different manner than the current practice.

I would appreciate a response to this letter.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley,
Alderman, Ward 3.

BH:dd

c.c. Joan Rapsavage, 52 Proctor Blvd., Hamilton, Ontario. L8M 2M4;
Fred Steffler, 85 Century Street, Hamilton, Ontario. L8L 1V9.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO:	Alderman B. Hinkley Alderman, Ward 3 Aldermen's Office	YOUR FILE:	
FROM:	Mr. J. G. Pavelka, P.Eng. Director of Public Works Public Works Department	OUR FILE: PHONE:	91.1101.00 546-4622
SUBJECT:	Bulk Garbage Pick Up	DATE:	1991 May 24

Further to your concerns about advertising the availability of the bulk garbage collection service offered by the City of Hamilton to its residents, attached is a copy of the newspaper article, whereby this information has already been spliced into the City's Holiday Garbage Collection Notice.

Furthermore, we run an advertisement on Cable 14 three to four times a year, which runs for a period of one week.

You will recall our earlier discussions about the lack of advertising of this service and at that time, I suggested incorporating the details into the Holiday Collection Notice. As a result, this additional information has been incorporated into the City's normal advertising of holiday collection service.

In reviewing the attached notice, it occurs to me that there may be an even better way to highlight this information by including a title and having a line separating the information of the bulk garbage collection service from the information on the holiday garbage collection. By copy of this memo to Mr. Farquhar and Mrs. Salayko, I am requesting them to review this notice with the aim of highlighting that there are two different services being provided by the City.

J. G. Pavelka

JGP/jdh

c.c. Mr. D. Lobo, Manager of Streets & Sanitation
Mr. D. Farquhar, Manager of Administration
Mrs. R. Salayko, Co-ordinator of Claims & Administrative Services

HOLIDAY GARBAGE AND RECYCLING COLLECTION NOTICE

THERE WILL BE NO RECYCLING OR GARBAGE PICK-UP ON GOOD FRIDAY AND THE FOLLOWING CHANGES WILL APPLY:

The Town of Ancaster

Urban:
Friday, March 29 collection revised to Thursday, March 28
Rural:
No changes in the rural area.

The Town of Dundas

Garbage normally picked up on Friday, March 29, 1991 will be picked up on Thursday, March 28, 1991.
Garbage normally picked up on Monday, April 1, 1991 will be picked up on Tuesday, April 2, 1991.
All garbage is to be placed at the normal place of collection.

The Town of Flamborough

Collection normally scheduled for Friday, March 29th will be picked up Saturday, March 30th.
Garbage must be placed out at the normal place of pick up by 8:00 a.m. on the designated day.

The Township of Glanbrook

Friday, March 29 will be changed to Saturday, March 30. Garbage must be placed out at the normal place of pick up by 7:30 a.m. on the designated day. Monday, April 1st will not change.

The Corporation of the City of Hamilton

There will be no garbage pick up on Good Friday and Easter Monday. Please note the following changes:

Regular Pick-Up		Revised Holiday Pick-Up	
Friday,	March 29	will be picked up	Saturday, March 30
Monday,	April 1	will be picked up	Tuesday, April 2
Tuesday,	April 2	will be picked up	Wednesday, April 3
Wednesday,	April 3	will be picked up	Thursday, April 4
Thursday,	April 4	will be picked up	Friday, April 5
Friday,	April 5	will be picked up	Saturday, April 6

The following week will revert to normal collection schedule.
For the pick-up of bulk items such as stoves, mattresses, rugs, tires, etc., please call the Department of Public Works at 546-2785 two working days prior to your regular collection day.
All garbage to be put out at normal place of collection by 7:00 a.m.

CITY COUNCIL

Brian Hinkley Alderman Ward Three

71 Main Street West
Hamilton, Ontario
L8N 3T4

Tel: (416) 546-2730
Res: (416) 572-7500

inance & Administration Committee -Chairman

Keep Hamilton Clean Committee -Chairman

Seniors Centre Feasibility Study -Chairman

Harbour Task Force -Chairman

Handbill Sub-Committee -Chairman

Hamilton Municipal Retirement Fund -Chairman

Hamilton Seniors Council -Liaison

Pa[illegible] Recreation Committee -Member

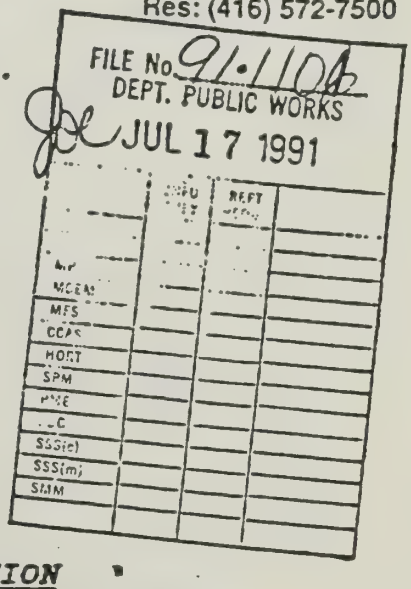
Hamilton Non-Profit Housing -Member

Regional Engineering Committee -Member

Regional Economic Planning Committee -Member

[illegible]irman's Environmental Advisory Committee -Member

Hamilton-Wentworth [illegible]hildren's Aid Society -Member



July 16, 1991.

Miss Tina Agnello,
Secretary,
Transport and Environment Committee,
City Clerk's Department,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4.

Dear Miss Agnello:

RE: BULK GARBAGE COLLECTION

I would like to discuss, with the Members of the Transport and Environment Committee, our current program of bulk garbage collection.

A number of residents have raised several concerns with me.

It appears as though the current manner in which bulk garbage collection is undertaken has several deficiencies.

I would like to discuss these deficiencies with the Committee Members.

Yours truly,

Brian Hinkley

Brian Hinkley,
Alderman, Ward 3.

BH:dd

c.c. Joe Pavelka, Director of Public Works, City of Hamilton;
Henry Merling, Chairman, Transport and Environment Committee;
Fred Steffler, 85 Century Street, Hamilton, Ontario. L8L 1V9;
Joan Rapsavage, 52 Proctor Blvd., Hamilton, Ontario. L8M 2M4.

Recycled Paper

N O T I C E

C O L L E C T I O N O F

B U L K R E F U S E I T E M S

FOR YOUR INFORMATION, TWO WORKING DAYS NOTICE, PRIOR TO YOUR NORMAL COLLECTION DAY IS REQUIRED FOR THE COLLECTION OF BULK ITEMS (LIMIT OF FOUR (4) ITEMS). ITEMS MUST BE PLACED OUT FRONT BY THE CITY SIDEWALK NO LATER THAN 7:00 A.M. ON YOUR GARBAGE DAY.

TREE BRANCHES AND WOOD TO BE CUT INTO FOUR (4) FOOT LENGTHS, BUNDLED AND TIED.

PIPES AND SWING SETS ARE TO BE CUT AND BUNDLED IN FOUR (4) FOOT LENGTHS.

CEMENT LAUNDRY TUBS AND CAST IRON BATHTUBS TO BE BROKEN INTO PIECES NOT MORE THAN FIFTY (50) POUNDS AND PLACED IN CONTAINERS.

ALL GLASS (FROM WINDOWS, DOORS, LIGHT FIXTURES, ETC) MUST BE BROKEN AND PUT IN A BOX MARKED "GLASS".

THIS BULK COLLECTION DOES NOT TAKE ANY CAR PARTS (EXCEPT TIRES), PAINTS, CHEMICALS, PROPANE/GAS/OIL TANKS, EARTH, BUILDING MATERIALS (DRY WALL, CONCRETE, ROCKS, ETC.) AND BATTERIES.

PLEASE CALL THE DEPARTMENT OF PUBLIC WORKS OFFICE AT 546-2785 TO ARRANGE FOR THE COLLECTION OF BULK ITEMS.

YOUR CO-OPERATION WOULD BE SINCERELY APPRECIATED.

DEPARTMENT OF PUBLIC WORKS

CORPORATION OF THE CITY OF HAMILTON

/jdh
March, 1990

NOTICE OF VIOLATIONS

CITY OF HAMILTON BY-LAW #66-182

RESPECTING GARBAGE COLLECTION AND DISPOSAL

Date Notice Served _____ Date of Violation _____

Time Notice Served _____

Name _____ Address _____

Garbage from your premises has been placed out for collection contrary to the provisions of the Garbage By-Law and in particular Section No. _____ Sub Section _____ and reads in part, as set out on the reverse side of this notice.

Failure to comply fully with these provisions will result in further action being taken by the City of Hamilton to enforce compliance.

It is only through earnest cooperation and assistance on your part in complying with the requirements of the Garbage By-Law that present collection service can be maintained and improved upon.

Garbage should be placed out for collection after 7:00 p.m. the previous night or prior to 7:00 a.m. the day of collection.

_____
Inspector, Department of
Public Works

D. Lobo.
_____
D. Lobo, Manager
Streets and Sanitation
Department of Public Works

546-2785

URBAN/MUNICIPAL
CA4 ON HBL AOS
C51T6
1991

Ms. P. Medland
Urban/Municipal Collections
Hamilton Public Library

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

71 MAIN STREET WEST
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

URBAN MUNI
GOVERNMENT DOCUMENTS

1991 October 21

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 October 21
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

DELEGATIONS:

A. 10:00 a.m. Responses to Pedestrian Safety Meeting

(i) Council on Road Trauma - Peter R. Knight, Kim Sheppard and Carol Mason

(ii) Citizens' response - Wendy Moore Spors

B. 10:15 a.m. Intersection Control at Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive

1. **ADOPTION OF THE MINUTES:**

Minutes of the meeting held Monday, September 30, 1991

2. **REFERRALS BACK FROM COUNCIL:**

2.1 **City of Windsor**

Support for resolution regarding allocation of money from "Gas Guzzler" tax to promotion of the use of bicycles

2.2 **Parking Regulations**

Albany Avenue between Kenilworth Avenue North and Robins Avenue

3. **MANAGER OF PURCHASING:**

3.1 Supply and delivery of treated screened sand during 1991

3.2 Supply and delivery of sodium chloride during 1991

4. **CITY SOLICITOR:**

4.1 By-law to authorize the construction of local improvements of concrete curb on north side of Leaside Road between Brighton Avenue and Dunn Avenue - $40,850.00

4.2 By-law to authorize the construction of Local Improvements of concrete sidewalk on east side of Nash Road between Barton Street and a point 24m southerly - $3,200.00

5. **DIRECTOR OF PUBLIC WORKS:**

5.1 Sewer - Street Tree Policy Amendment

5.2 Proposed Construction of an Independent Concrete Sidewalk on Concession Street (North Side) from Belvidere Avenue to Approximately 99m Easterly

5.3 1991 Road and Sidewalk Capital Reconstruction Program

6. **DIRECTOR OF PROPERTY:**

6.1 Sale of property at 125 East 22nd Street to Mrs. Ruth Clarke & Larry Alfons Van Herzele & Lisa Anne Basso-Van Herzele

6.2 Release of Covenants on land described as Part 1 on Plan 62R-8253, Part of 480 Rymal Road West - 100 Main Street East Limited (A. Frisina)

6.3 Purchase of Land required for Road Purposes in the approved Gourley Neighbourhood Plan - 874 West 5th Street - Lloyd Kovacs

7. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

7.1 Proposed Walkway Closure, Eleanor Neighbourhood Between 531 and 535 Eaglewood Drive

7.2 Service Club Signs on Roadways

7.3 Encroachment Agreements

7.4 Edan Heights Phase One, Hamilton

7.5 Harbottle Estates - Phase 1, Hamilton Opening of City Lands as Public Roadway by By-law

8. **DIRECTOR OF TRAFFIC SERVICES**

8.1 **Parking Regulations**

(i) Cathcart Street between Rebecca and Wilson Street

(ii) West 3rd Street between McElroy Road and Wembley Road

(iii) San Paulo Drive between San Pedro Drive and the north end

(iv) Greenhill Avenue between Vienna Street and Pavarotti Court

(v) East Side of East 25th Street between Franklin Road and Darcy Court

(vi) Millen Avenue between Brucedale Avenue and Empress Avenue

(vii) 428 Dundurn Street South - Removal of a Reserved Permit Parking Regulation for a Handicapped Resident

(viii) 112 Ray Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident

(ix) South Side of Dover Drive, west of Greenford Drive - Request for School Bus Loading Zone

(x) West side of Lottridge Street, south of Barton Street - Removal of Parking Meter

8.2 **Corner Clearance**

(i) Intersection of Graham Avenue South and Monterey Avenue

(ii) North side of Duff Street, west of Upper James Street

(iii) East side of East 44th Street, north of Kerr Street

(iv) Balsam Avenue and Maplewood Avenue

8.3 **Intersection Control**

(i) Jackson Street West and Pearl Street (previously tabled)

(ii) Brock Street and Hughson Street North

(iii) Gertrude Street & Albemarle Street and Gertrude Street & Rowanwood Street

(iv) Barnstown Neighbourhood

(v) Bow Valley Drive (northerly) and Vittorito Avenue

8.4 Intersection of West 5th Street and Chester Avenue - Request for School Crossing Guard

8.5 Intersection of Elmwood Avenue and Upper Paradise Road - Request for a School Crossing Guard

8.6 Intersection of Upper Wentworth and Vickers Road - Request for School Crossing Guard

8.7 Parkdale Route - Bus Stop Relocations

9. **OTHER BUSINESS**

10. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
2.	Closure of E/W alley South of King St. E. between John & Catharine Streets	July 22, 1991	Mr. G. Aston	Tabled
3.	Truck Traffic on Lloyd Street	July 22, 1991	Ald. D. Drury	Action Pending

October 15, 1991

T. Agnello
Secretary

A.C(i)

COUNCIL ON ROAD TRAUMA
HAMILTON WENTWORTH

224 James St. S.
Hamilton, Ontario L8P 3A9
Telephone (416) 528-7149

SEP 2 2 1991

August 23, 1991

Alderman Merling
Chairman
Transport & Environment Committee
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8P 1H4

Dear Alderman Merling:

The Council on Road Trauma Hamilton-Wentworth convened a meeting of presenters to the Pedestrian Safety meeting held at your committee's request and chaired by Alderman Hinkley on April 8th, 1991. This meeting took place on August 21st.

I have enclosed a copy of the minutes of that meeting. This will be the formal reply on behalf of the Council on Road Trauma to Mr. Main's response paper. Mrs. Wendy Moore Spors submitted her own response and is not in agreement with all aspects of this meeting's report.

We would welcome the opportunity to be present and answer any questions that your committee may wish to address to the delegation.

cont'd /2

Officers
Chairman: P.R. Knight, M.D.; Vice-Chairman: R.J. MacBride, M.D.; Secretary: R. Liebersbach;
Treasurer: J.N. Allan, C.M.A.; Administrative Officer: B. Maragno

We are very delighted at your positive invitation to citizens to become involved. We agree that citizens should be involved and can in fact contribute very positively and in a cooperative and appropriate way.

I congratulate your committee again and thank them for their interest and concern and look forward to meeting with you and discussing further the possibilities of the formation of a Citizens Coalition for Pedestrian Safety.

Kind regards.

Yours sincerely,

P.R. Knight, Ch.M., F.R.C.S. (C)
Chairman

PRK/cb

DRIVE-DRY

PEDESTRIAN SAFETY MEETING

HELD AT BENNETTO COMMUNITY CENTRE

AUGUST 21, 1991 AT 7:00 P.M.

AGENDA

1. Purpose of Meeting.
2. Introduction of Participants.
3. Review of Mr. Main's Response to the Public Comments of the Pedestrian Safety Meeting (TEC 89-91).
4. Modus Operandi of Citizens Pedestrian Safety Group.
5. Future Meetings.

PEDESTRIAN SAFETY MEETING

HELD AT THE BENNETTO COMMUNITY CENTRE

AUGUST 21ST AT 7:00 P.M.

PRESENT:
Dr. Peter Knight
P.C. Scott Rastin
Ms. Kim Sheppard
Ms. Wendy Moore Spors
Ms. Gail Swartz
Mr. & Mrs. Baxter

The meeting was called to order at 7:00 p.m. The agenda was approved as suggested.

1. Purpose of Meeting.

a) To respond to stated wishes of participants at the public meeting held on April 8, 1991 in the Hamilton City Council Chamber.

The meeting discussed the format of the public meeting and expressed their appreciation to the Transport & Environment Committee for suggesting that such a meeting should be held and to Mr. Hinkley chairing that meeting. It was also appreciated that staff had produced an excellent working paper in relationship to their activities and the problems of pedestrian safety in our community. Many different presentations were made at the open meeting and a strong feeling was expressed at that time that the interested people involved should have the opportunity to meet on further occasions to explore some of their own very positive suggestions and explore their concerns. The feeling was that citizens on many occasions could really significantly contribute to the safety of our community and that their thoughts, initiatives and suggestions should be taken seriously. To this end the Council on Road Trauma offered to host a meeting later in the year and this constitutes such a meeting.

Invitations were sent to all of the participants who attended the Council Chamber meeting on April 8th. The relatively few people present at this meeting reflected the holiday season rather than the lack of interest of the previously concerned participants. The original letter sent by the Council on Road Trauma was responded to very favorably and positively by the majority of the people circulated.

1. Purpose of Meeting. cont'd

b) Explore the interest of citizens in forming a coalition to assist and work with the Transport & Environment Committee of the Region and the Hamilton-Wentworth Regional Police to focus on pedestrian safety problems.

As outlined in a) above it was apparent that many citizens felt very positively that they could contribute and work with both the police and the city on behalf of highway safety and in particular pedestrian users. Because of the interest and concern of these people and the feeling that they could, in fact, materially assist this meeting formally endorsed the concept of formation of a coalition. It was not felt that this should be in an adversarial role but it should be identified as a very positive, cooperative group who could assist staff and police for their own as well as other citizens who used our highways. It was also felt that the group could be the spokesperson for other citizens who wish to approach specific problems and these could be screened and focused and brought to the attention of the appropriate staff or committee. It was also hoped that the staff and police would use this coalition group in a positive way to help communicate with other citizens and involve appropriate people to work with the public sector groups concerned.

c) To respond to Mr. Main's circulated report with staff conclusions.

This will be dealt with under Item 3.

d) Under "others".

It was considered that specific target groups should be identified such as young people under the age of 15, older people over the age of 60, the blind or handicapped etc. It was also felt that each of these specific areas could be assisted by a specific sub-group to deal with their issues.

2. Introduction of Participants.

Each member present identified their interest and involvement in the activities, what their background skills were and how they felt they could contribute to the on-going development of the coalition.

3. Review of Mr. Main's Response to Public Comments Regarding the Pedestrian Safety Meeting (TEC 89-91).

a) General Comments.

Appreciation was again expressed to the city for making this report available to the people who had made the presentations and for asking for their comments. Again it was stressed that cooperation between the public sector and the citizens should in no way be adversarial. The citizens did not wish to appear as a lobby group but rather as an active, concerned, sensible and intelligent group whose interests were the same as those of the staff, city, politicians and police. It is in that spirit that the review was made of the Director of Traffic Services response to the public comments made at the April 8th meeting. The citizens who presented at that meeting were congratulated on the excellence of their presentations and the thoughtful and very positive suggestions that they had advanced. It was felt that their presentations all fitted in with our current concept of cooperative concern.

The group considered that the Hamilton traffic flow is outstanding. That our one-way streets and synchronized lights certainly speed traffic. As a result it is very easy for pedestrians to feel that they are only incidental to the prime concern which appears to be that of movement of traffic. The comments that "although only 6% of motor vehicle crashes involve pedestrians, therefore there is no need for real concern" was considered a very significant concern to this group. Although the statement may be correct it should be recognized that of the 27 fatalities in 1990 (Hamilton Wentworth Regional Police Report) seven of these were pedestrians. Pedestrians are in fact very vulnerable and when struck by a motor vehicle receive very significant and usually severe injuries as is shown by the fatality rate. The segment of the highway user, therefore, that needs most protection is that person who is most at risk to be injured even by relatively minor collisions. Pedestrians need our utmost protection and plans for their safety. Highways are necessarily used by cars, trucks, bicycles and motorcycles and finally people. It should also be remembered that every person who drives a vehicle ultimately is also a pedestrian. They are highly vulnerable and need maximum protection that can be afforded. This is important from the point of view of the health care service, the emergency services and the hospitals, to say nothing of the families and the working community which all suffer as a result of pedestrian injuries. Specific items will now be addressed under headings of the report.

b-1) Item 1. Traffic and Police Department Priorities.

The fact that the Traffic & Environment Committee has suggested this public meeting for citizens to express their concern regarding pedestrian safety was felt to be important and an identification of some priority felt by the political body. Every injury and fatality concerns every part of our community and it is correct that a motor vehicle occupant that is injured is no different in importance from a pedestrian who is injured. The Traffic Department should be commended for its concern regarding safety of pedestrians and its identification of locations with high pedestrian collision problems for which engineering countermeasures could be implemented.

The conclusion of the coalition group was that no single highway user was more important than others and that every step should be taken to protect pedestrians and all other users as is the commitment stated by the Traffic Department.

b-2) Items 1, 2, 3 and 4. Consultation Process.

The first item under this was communication. This was considered at some length and it was agreed that communication between the city staff and the public was essential. There was no desire for the energy or financial resources of the Traffic Department to be wasted in useless communication but when changes may occur (eg by-laws), it was felt important that citizens should be made aware of this. The coalition could be a vehicle for communication. Citizen concerns could be passed to the Traffic Department and vice versa. The coalition could be responsible for carrying out and disseminating information that was important from either the Traffic Department or the police.

In regard to the preparation of a pamphlet there was some concern as to who would get it, who would read it, what it would cost and what value it would have. The point of the request for a pamphlet was for citizens to know who they could contact in the city or Region when they had concerns regarding pedestrian or other highway safety aspects. If the coalition were to form and to be recognized as a spokesperson for the citizens this could be the referral point and a suitable channeling of requests and information and concerns could be then passed through this coalition to the appropriate members of the Traffic Department. This would certainly improve communication and such communication and exchange of ideas could be very beneficial to all.

b-3) Item 5. Name Change - Traffic Department.

The coalition agreed that all highway users could be called traffic and there was no need to be more specific regarding any one segment of the highway user population. Traffic Department certainly covered the total picture.

b-4) Items 6, 7 and 8. Signalized Pedestrian Crosswalks.

The suggestion was made that Hamilton implement a form of positive signalized crosswalks. It is appreciated that the Transport & Environment Committee are discussing this matter and therefore the coalition does not wish to make any detailed comment upon it. However we already have traffic signals that are poorly understood in regard to pedestrian usage. Nobody seems to take any notice of them currently. People do not cross highways at signalized intersections and jaywalk freely without any penalty or police enforcement of anti-jaywalking by-laws or highway traffic acts. There is a very considerable opportunity here to educate the public in regard to the correct usage of signalized crossings at the present time, how they should be used and that pedestrian lights should be as important and obeyed in the same way that traffic obeys the signals. The coalition would take leadership in this educational role.

b-5) Item 9. School Guards at Traffic Signals.

The statement that "school guards are a contradictory form of traffic control and are not recommended for use at traffic signals" was a source of concern.

The traffic signal is the controlling device for traffic flow. The school guard when placed in the area of a busy intersection with traffic signals is not in any way to contradict or countermand that traffic control signal but to make sure that it is obeyed by the pedestrians and that the highway is cleared appropriately by the young people, speedily and safely as the light dictates. We do not consider that school guards in the neighborhood of traffic signals are contradictory but are a beneficial aspect of safety for the particularly young people crossing at that particular site.

b-6) Item 10. Flashing Caution Lights.

The coalition felt sure that the Traffic Department were concerned and would use flashing caution lights appropriately where collision history justified such a usage.

b-7) Item 11. Review of One-way Streets.

The coalition on the whole felt that the one-way streets in Hamilton certainly did have very positive safety aspects from a pedestrian point of view. This would be greatly improved if pedestrians were more considerate of their timing of crossing highways and crossed only at signalized areas of the downtown and did not wander across the roads at any place. This again could be an important area for education by the coalition in association with the police and Traffic Department.

b-8) Items 12 and 13. Speed Zones Adjacent to Schools.

There are many jurisdictions elsewhere that have 15 mph speed zones in the region of schools during the school year. Just as school buses have flashing signals and motorists obey them, a number of the coalition felt that motor vehicle drivers would obey the speed limits in school areas. This has been the experience of coalition members who have lived in such jurisdictions. Occasional police enforcement in such areas rapidly brings this to the attention of motorists and there can be no doubt that vehicles traveling at 25 kph have a very considerably greater opportunity to prevent collisions with young, excited children leaving or going to school. We would hope that with consultation and consideration that this matter might be readdressed.

b-9) Item 14. Strict Enforcement of No Stopping Zones in School Areas.

Concern was expressed that "those who complain are in fact the cause of the problem". Admittedly this matter requires education and the use of school association and newsletters and even teachers to patrol those areas and bring to the attention of parents who might be abusing them the dangers that they are putting their children in. There are many ways in which this could be effectively done and the coalition feels that this would be a task that they could well handle very positively.

b-10) Item 15. Revised Changes in Roadway Environment.

The statement that "the Traffic Department will attempt to work with the local neighborhoods in continuing to reduce through traffic" was felt to be very important. Again citizens could be most helpful in working with the Traffic Department to identify these areas and even to assist in reducing the traffic flow through them. The coalition welcomes the concept of the Traffic Department meeting neighborhood representatives and discussing these issues with them.

b-11) Items 16 and 17. Visibility at Crosswalks.

The utilization of paint in making the areas of pedestrian crossings more visible is obviously very important as is the adequate and appropriate lighting of such areas. For the safety of both drivers and pedestrians this latter point is most important and could be the basis of further discussion.

b-12) Item 18. Wheelchair Ramps be Ridged.

Wheelchair ramps are important to the blind and for those who are using wheelchairs. Ridging is important and the coalition was grateful for the statement that the comments made would be forwarded to the ramping sub-committee. In the same manner it was questioned as to whether auditory tones at crossing zones in certain main downtown areas such as exist in the region of the C.N.I.B. might not be valuable to those who are visibility impaired. Sign posting of hospital areas, nursing home areas, areas where hearing impaired people were working or living could also be important additional items in this regard.

4. Modus Operandi of Citizens Pedestrian Safety Group.

A brief discussion was held in regard to the role and the possible terms of reference of such a group. It was felt that at this time with only so few people of the original invitees being present that no definite suggestions should be entertained. There was a further statement made that the group felt that a coalition was important, that it should be one offering cooperation and participation and be of use and value to the public sector staff and to the police. We would welcome a response from the Traffic & Environment Committee and from the Traffic Department regarding this relationship.

5. Future Meetings.

The group agreed that it was important for a delegation to present their views to the Transport & Environment Committee. Such a request will be forwarded with this response. If the delegation is invited to the committee meeting, previously invited members of the citizens group will be informed and hopefully will also be in attendance. Following the Traffic & Environment Committee meeting a further meeting of the specific invitees as well as any other interested persons will be called should this seem appropriate and warranted. **Meeting adjourned 8:30.**

A.(ii)

SEP 13 1991

September 9, 1991

Tina Agnello, Secretary,
Transport & Environment Committee,
City Hall,
Hamilton, Ontario.
L8N 3T4

Dear Ms. Agnello;

Enclosed please find a copy of our group's comments regarding the report of the Director of Traffic Services dated July 17, 1991.

Would you please also accept this cover letter as our request to make a presentation to the Transportation & Environment Committee in order to clarify our written comments and answer any questions that they may have.

Should you have any questions, please feel free to contact Wendy at 522-4172.

Sincerely,

Wendy Moore Spors

Encl.

cc: Alderman Merling, Chairman, Transport & Environment Committee
Alderman Hinkley, Chairman, Pedestrian Safety Meeting
Members of the Transport & Environment Committee

CITIZENS RESPOND TO THE TRAFFIC
DEPARTMENT'S REPORT ON
PEDESTRIAN SAFETY

Item 1. Traffic & Police Department Priorities.

We find the statement: "pedestrian collisions make up only 6% of all motor vehicle collisions occurring in Hamilton." extremely misleading. A recent Police Department Study shows that this 6% makes up over 25% of all fatalities in the region. The pedestrian needs extra protection!

We also feel that it is a shame that the Traffic Department has chosen not to respond to the public's perception that the Traffic Department's priorities are with vehicular traffic and not with pedestrian traffic. **A little public relations could go a long way to clear up this perception, if it is indeed wrong.** The Traffic Department could explore opening up a dialogue with citizens to see if simple changes in procedure, when dealing with safety requests, could improve the public's understanding of its priorities.

Items 1,2,3 and 4. Consultation Process

We are delighted that the Traffic Department is prepared to undertake the preparation of a pamphlet. The idea of the pamphlet was to help citizen's through the maze of City Hall when they have a Pedestrian Safety Concern. We would like to suggest that the Traffic Department only undertake this task if it is willing to sit down with community members or a Pedestrian Coalition to get an understanding of what needs to be addressed in a pamphlet. Without such discussions it would be highly unlikely that the project would meet the needs of someone who has a traffic concern.

With regards to the change in operating procedure to notify affected residents of by-law changes, we are disappointed that the Traffic Department did not come up with some alternatives such as notifying schools or posting notices in public places. We have personal knowledge of one situation when the lack of notification meant that the city had to bear the expense of reversing a change which would never have been approved had the Traffic Department at least notified the school principal for his input. Again, the Traffic Department has missed the point that neighbourhoods know best how changes will affect them and their children.

We would also like to ask why the Traffic Department has chosen not to respond to C.3: "That the Traffic Department examine & improve its study methods" although they have delegated it as being something they would. The Department should at least deal with the perceived notion that their studies do not reflect what citizens see happening in their neighbourhoods.

Item 5. Name Change - Traffic Department

We can understand the Traffic Department's reasoning on this point but as in Item 1, they have not addressed the public's perception that the Traffic Department places more emphasis on Vehicular Safety than on Pedestrian Safety.

Item 9. School Guards at Traffic Signals

Once again the Traffic Department has shown that it is unable to change or modify its position. The public, the politicians, the police department and even the HSR believe that the use of School Crossing Guards at Traffic Signals is a positive protective measure for our children. **The Traffic Department should be required to show to ordinary citizen's how it is that the "School guards are a contradictory form of traffic control".** Our understanding is that school guards at traffic lights are only to assist children to cross intersections **with** the light and **not against** it. If there are any guards crossing children in contradiction to the lights then they had better get proper training **from the Traffic Department's School Crossing Guard Program** before children get hurt!

Politicians should be asking themselves why the Traffic Department continues to stubbornly hang onto this policy. If the real reason for this position is budgetary then put that out on the table, we are sure that the ordinary citizen can understand a position based on fiscal restraint better than one with no basis at all.

Item 14. Strict Enforcement of No Stopping Zones in School Areas

The Traffic Department's Statement that "Unfortunately, (it) is often those who complain who are in fact the cause of the problem." is an **inflammatory statement** and we demand that they back this up with proof or retract with an apology. As three of those citizens who have complained about this problem many times we have to wonder when it was that we caused the problem.

Was it:

-On November 23, 1990 when our group organized a meeting of all concerned including the Traffic Department to try to attack the problem from all sides?
-In 1989/90/91 school years when we wrote article after article in our Home & School Newsletter making parents aware of the problem.
-In September of 1989 & 1990 and in the Spring of 1991 when we walked up to offending cars and explained the "No Stopping" to the drivers?
-During the 1990/91 school year when we spent hours at meet-the-teacher nights explaining to parents why they shouldn't stop in the zone?
-In the Spring of 1991 when we phoned delivery and taxi companies to explain to them about the "No Stopping" zone.

Surely it is time for the politicians to demand that the Traffic Department stop throwing about inflammatory statements and begin to work with people, or at least stop antagonizing them!
With regards to enforcement of the "No Stopping" zone it is asked that the Traffic Department at least respond to requests for increased enforcement when it has appropriate manpower.

Item 15. Revised Changes in Roadway Environment

Although our presentation made no reference to this subject we are pleased with the Traffic Department's conclusion.

Other Items not covered above.

No comment.

CONCLUSION:

Both the Transport & Environment Committee and the Traffic Department have an excellent opportunity here to make some positive changes which will not only make our city safer for pedestrians but also make the system more user friendly. Citizens want to be treated with respect and have their view points listened to. Citizens want to work with the Traffic Department not against it to help make Hamilton Safer for Pedestrians, especially for our children.

We suggest that the Traffic Department review its response/recommendations to the meeting of April 8, 1991 and address all the issues raised in a constructive, positive manner. We are sure that this department has many strengths. One of the best strengths, though, is to be able to examine one's weaknesses and turn them into strengths.

We wholeheartedly support the formation of a citizen coalition to **work with** a Traffic Department that wants to work constructively towards a safer Hamilton. Any citizen coalition on Pedestrian Safety should have members of both the Traffic Department and the Police Department as participants & the politicians should clearly state what their role should be (observation, participation, or the sharing of information or a combination). The only way things will improve is if we all work together.

Presenting Group:
"I think I know what the problem is,
let's discuss it."

Members: Wendy Moore Spors, Angela Maloch, Constance Wesley

B.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Alderman D. Agostino
Ward 5

YOUR FILE:

FROM: Ms. T. Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: **Delegation Regarding Intersections of Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive - Intersection Control**

DATE: 1991 October 9

Please be advised that the above noted delegation has been tabled to the Transport and Environment Committee meeting of October 21, 1991.

cc: Alderman H. Merling
M. Main, Director of Traffic Services, Traffic Department

CITY OF HAMILTON

- RECOMMENDATION -

"E" Delegation of T
T+E Mtg Sept
Ta

DATE: 1991 August 14

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Greenhill Avenue and Monte Drive and Greenhill Avenue and Summercrest Drive - Intersection Control. [TEC-178-91]

RECOMMENDATION:

That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

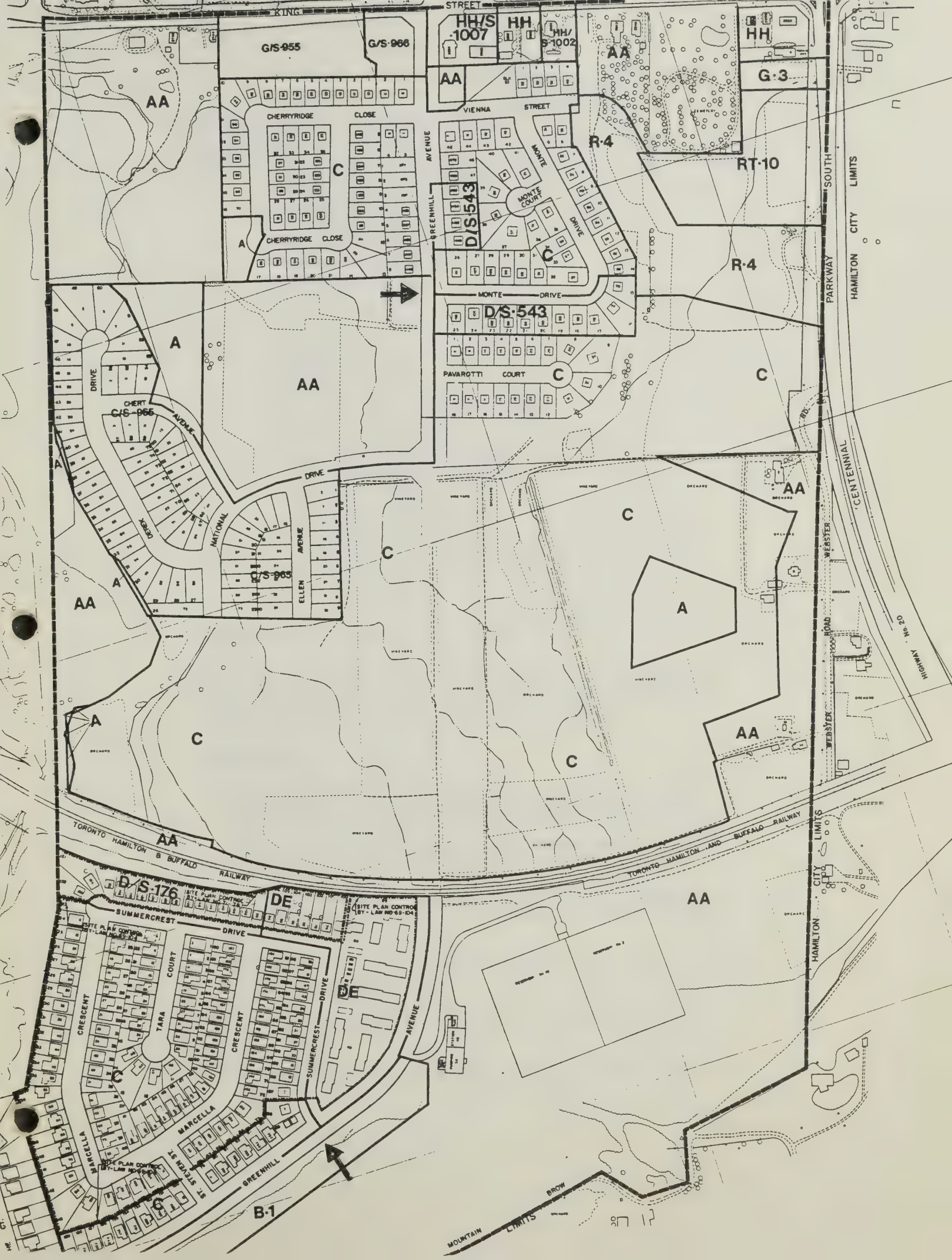
The installation of stop signs at the two locations specified would result in increased motor vehicle operating costs in the order of $120,000 per year.

BACKGROUND:

Alderman Dominic Agostino has requested that three-way stop control be implemented at the intersections of Greenhill and Monte and Greenhill and Summercrest.

Attached for the Committee's information are copies of reports TEC-200-89 and TEC-200A-89 respecting requests for stop signs on Greenhill Avenue. For the reasons outlined in these reports, the Traffic Department recommended that "no additional stop signs be installed on Greenhill Avenue at this time", and this recommendation was approved by the Transport and Environment Committee in October 1989. The Traffic Department's position respecting this matter has not changed.

Attach.


KING STREET
G/S-955
G/S-966
HH/S-1007
HH
HH/S-1002
HH
AA
G-3
VIENNA STREET
CHERRYRIDGE CLOSE
CHERRYRIDGE CLOSE
GREENHILL AVENUE
MONTE COURT
MONTE DRIVE
D/S-543
R-4
RT-10
SOUTH PARKWAY
HAMILTON CITY LIMITS
PAVAROTTI COURT
CHERT AVENUE
C/S-965
C/S-965
NATIONAL DRIVE
ELLEN AVENUE
WEBSTER ROAD
CENTENNIAL HIGHWAY No. 20
TORONTO HAMILTON & BUFFALO RAILWAY
TORONTO HAMILTON AND BUFFALO RAILWAY
D/S-176
SITE PLAN CONTROL BY-LAW No 69-104
SUMMERCREST DRIVE
TARA COURT
CRESCENT
MARCELLA
STEVEN ST
GREENHILL AVENUE
B-1
MOUNTAIN BROW
CITY LIMITS
HAMILTON

Monday, September 30, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. Agro, Vice-Chairman
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

Absent: Mayor R. Morrow

Also present: Alderman M. Kiss
Alderman B. Hinkley
Alderman B. McCulloch
Mr. L. Sage, Chief Administrative Officer
Mrs. B. Price, Hamilton Safety Council
Sergeant G. Weylie, Hamilton-Wentworth Regional Police
Mr. J. Pavelka, Public Works Department
Mr. D. Lobo, Public Works Department
Mr. R. Meiers, Public Works Department
Mr. M. Main, Traffic Department
Mr. M. Hazell, Traffic Department
Mr. H. Solomon, Traffic Department
Mr. G. Forbes, Traffic Department
Mr. G. Aston, Engineering Department
Ms. T. Agnello, Secretary

1. **AWARD PRESENTATION: GERALD J. FORBES**

Mr. Gerald J. Forbes was recognized by the Chairman and the Transport and Environment Committee for the Institute of Transportation Engineers, Past President Award for his paper written on "Identifying Incident Congestion".

2. **DELEGATIONS**

A. **Public Meeting Pursuant to the Municipal Act regarding the passing of a by-law to stop-up and alter Golf Links Road at the City of Hamilton Limits**

Mr. Aston was present and explained that the proposal has been advertised and one letter of support and one letter of objection have been received.

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 25, 1991, the Committee recommended to Council as follows:

(a) That Golf Links Road at the west City limits be closed by the construction of a cul-de-sac.

(b) That the appropriate By-Law to carry out the foregoing be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

B. (a) **Public Meeting regarding a By-law for the stopping-up and closure of the Road Allowances on Elgin Street from 90m North of Wilson Street to 45m South of Cannon Street, and on Kelly Street from 55m East of Mary Street to 60m West of Ferguson Avenue**

(b) **The Alleway South of Cannon Street Between Ferguson and Elgin Streets**

The Director of Public Works was present to explain that through negotiations, all concerns have been satisfied. Half of the alleyway is to be sold and it is proposed that proceeds from this go to park development.

Fred Lee, Solicitor on behalf of Carter Holdings advised his client's concerns have been satisfied.

Larry Kibowich, Solicitor on behalf of Lockwood Motors, stated that his client has withdrawn his objection.

Mr. Macaluso, Charles Forsythe and Doug Wallace of the Central Area Plan Implementation Committee submitted a resolution from C.A.P.I.C. in support of the closures. They thanked City staff for their help and support in this matter.

Alderman Agro and Alderman McCulloch were pleased with the results of the negotiations. Mr. McCulloch advised that there is a signed petition in favour of the closures of which has 241 signatures.

After discussion, the Committee approved the recommendation of the Commissioner of Transportation/Environmental Services in a report dated September 26, 1991 and recommended to Council as follows:

(i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law to stop up, close and retain the road allowance of Elgin Street, from 90m North of Wilson Street to 45m South of Cannon Street, and Kelly Street, from 55m East of Mary Street to 60m West of Ferguson Avenue;

(ii) That the Commissioner of Transportation/Environmental Services, on behalf of the City, prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowances are to be included in the proposed Beasley Park;

(iii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

(iv) That the City of Hamilton provide a 6m easement to the Region for the existing 150mm watermain, 300mm and 375mm combined sewers in the proposed closure area;

(v) That the City of Hamilton provide a 1m easement to Union Gas for their underground plant;

(vi) That the City of Hamilton provide a 6m easement to Hamilton Hydro-Electric System for a duct run on Elgin Street with a provision for a second duct run at a later date, and for a major distribution line and truck access to a manhole at the intersection of Kelly and Elgin Streets;

(vii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law pursuant to Section 301 of the Municipal Act, R.S.O 1980;

(viii) That the City of Hamilton provide an access for Ontario Hydro to their Transformer Station from Elgin Street;

(ix) That the City of Hamilton provide a 3m easement to Bell Canada for their underground plant;

(x) That the funds received from Lockwood Motors for the sale of a portion of the alley and the contribution toward the cost of the solid wood fence along the closed alley be deposited in Account CF 5698-429002003 (Central/Beasley PRIDE).

3. **NEW TRAFFIC CENTRE**

The Chairman introduced a report from the Director of Property and the Director of Traffic dated September 26, 1991 which the Committee approved and recommended to Council as follows:

That the appropriation in the capital budget for the development of the New Traffic Operations Centre, 1375 Upper Ottawa Street be reduced by $650,000.00 from $6,830,000.00 to $6,180,000.00.

The Chairman commended staff on their diligent work which resulted in cost savings to the Municipality.

4. **ADOPTION OF MINUTES**

The Minutes of the Meeting of September 16, 1991 were approved as circulated.

5. **DIRECTOR OF PROPERTY**

Purchase of Land required for the Extension of Forbes Avenue from Janko Vranesevic and Saveta Vranesevic of Part of Property at 1276 Upper James Street.

As recommended by the Director of Property in a report dated September 12, 1991, the Committee recommended to Council as follows:

(a) That an Option to Purchase executed by Janko Vranesvic and Saveta Vranesevic on September 6, 1991 and scheduled for closing on or before November 29, 1991 for the purchase of part of the property at 1276 Upper James Street, required for the extension of Forbes Avenue in the Blossom Estates Subdivision, be approved an completed. The subject parcel contains 2,789 square feet (0.064 acre) more or less, and is shown as Part 4 on Plan 62R-10161. The purchase price of $2.00 be charged to Account Number CH

5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital) in which sufficient funds are available to finalize this transaction.

(b) That consideration in the amount of $2.00 has been paid to the owners.

6. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

6.1 **Harbour Front Recycling Inc. Proposed Waste Disposal (Processing) Site at 1505 Burlington Street East, Hamilton**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 13, 1991, the Committee recommended to Council as follows:

That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Harbour Front Recycling Inc. establishing the proposed waste disposal (processing) site at 1505 Burlington Street East in Hamilton provided that:

(a) all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;

(b) Harbour Front Inc. submit a plan of action, outlining how they will ensure that only waste generated in the Region of Hamilton-Wentworth is disposed of at this Region's transfer stations. This should include a list of alternate disposal sites which will be utilized for wastes that were generated outside the Region.

6.2 **Cost of the Uncompleted Portions of Fieldway Drive, Millwood Place, and a Public Walkway, Hamilton**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 19, 1991, the Committee recommended to Council as follows:

(a) That the City Treasurer be authorized and directed to pay engineering fees in the estimated amount of $5,500.00 to A. J. Clarke and Associates Limited, whose services were retained by the City for the design of City municipal services on Fieldway Drive, Millwood Place and an adjoining public walkway in Hamilton;

(b) That the cost for the construction of municipal services on Fieldway Drive, Millwood Place and the public walkway (estimated at $161,219.00) be approved;

(c) That the Finance and Administration Committee recommend the source of funding for the engineering fees and the costs related to the construction of works (totalling $166,719.00).

6.3 **1991 Servicing Expenditures Related to Subdivisions**

(a) Harbottle Estates - Phase 1, Hamilton
(b) Orchard Park Estates - Phase 1, Hamilton

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 24, 1991, the Committee recommended to Council as follows:

(a) That the submitted schedule of works, be adopted for inclusion in the Subdivision Agreements with the Owners, for the estimated cost of services in:

i. HARBOTTLE ESTATES - PHASE 1, Hamilton
City's Share $26,993.68, Owner's Share $135,513.85

ii. ORCHARD PARK ESTATES - PHASE 1, Hamilton
City's Share $223,424.00, Owner's Share $251,723.00

(b) That the Mayor and the City Clerk be authorized and directed to execute the proposed subdivision agreements between the City and the Owners of Harbottle Estates - Phase 1 and Orchard Park Estates - Phase 1, Subdivisions.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the final plans and Subdivision agreements have been registered.

(d) That in the event the subdividers wish to proceed prior to the registration of the Final Plans, they should be permitted to do so at their own risk, provided that they enter into a standard agreement for pre-servicing.

(e) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Parts 14 and 15 of Reference Plan 62R-6964 as part of the Chester Avenue road allowance in order to provide road access to Orchard Park Estates - Phase 1 Subdivision.

(f) That City of Hamilton grant a twelve (12) metre wide sewer easement to the Region over Parts 3 and 7 of Plan 62R-11417 in order to provide a sewer connection between a future residential development to the west and the Orchard Park Estates Subdivision, to the east, and that the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(g) That the City Solicitor be directed to prepare the necessary documents to transfer the sewer easement to the Region.

6.4 **Encroachment Agreements**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 20, 1991, the Committee recommended to Council as follows:

That the applications to retain inadvertent encroachments and install temporary encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

6.5 **Incorporating Certain City lands into Donn Avenue and Berkindale Drive by By-law**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 25, 1991, the Committee recommended to Council as follows:

(a) That the City lands known as:

i. Parts 1 & 2, Plan 62R-11902 be incorporated into Donn Avenue

ii. Parts 3, Plan 62R-11696 and
Part 5, Plan 62R-11902 be incorporated into Berkindale Avenue

(b) That the appropriate By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

7. DIRECTOR OF TRAFFIC SERVICES

Pursuant to various recommendations in reports submitted to the Director of Traffic Services, the Committee recommended to Council that City Traffic By-law 89-72 be amended as follows:

7.1 **Parking Regulations**

(i) That in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Albany Avenue between Kenilworth Avenue North and Robins Avenue;

(ii) That parking be prohibited on the west side of Undercliffe Avenue between Aberdeen Avenue and a point 197 feet southerly therefrom;

(iii) That parking be prohibited on the west side of East 6th Street commencing at Empress Avenue and extending to a point 103 feet southerly therefrom;

(iv) That the existing "Permit Parking" regulation on the south side of Harrison Avenue which commences 202 feet east of Kenilworth Avenue North and extends to a point 22 feet easterly therefrom, be removed;

7.2 **Intersection Control**

(i) That northbound traffic on Hanover Place (west leg) be required to stop for eastbound and westbound traffic on Hanover Place (north leg);

(ii) The Committee agreed to table the matter of intersection control at Jackson Street West and Pearl Street in order that staff can address resident's concerns (Alderman Cooke)

(iii) Contrary to the recommendation of the Director of Traffic Services, the Committee recommended as follows:

That three-way stop control be implemented at the intersection of Vanessa Court and Magnolia Drive;

(iv) (a) That southbound traffic on West 18th Street be required to stop for eastbound and westbound traffic on Lynbrook Drive;

(b) That northbound traffic on Elgan Avenue be required to stop for eastbound and westbound traffic on Lynbrook Drive;

(c) That southbound traffic on Southlea Drive be required to stop for eastbound and westbound traffic on Lynbrook Drive;

(d) That westbound traffic on Silvercrest Drive be required to stop for northbound and southbound traffic on Southlea Drive;

(e) That eastbound traffic on Silvercrest Drive be required to stop for northbound and southbound traffic on Westmount Drive;

(f) That eastbound traffic on Bermuda Court be required to stop for northbound and southbound traffic on Mountbatten Drive;

(g) That northbound traffic on Sarasoda Avenue be required to stop for eastbound and westbound traffic on Miami Drive;

(h) That southbound traffic on Sarasoda Avenue be required to stop for eastbound and westbound traffic on Rolston Drive;

7.3 **School Crossing Guards**

(i) **Intersection Control of Greenhill Avenue and Quigley Road**

As recommended by the Director of Traffic Services in a report dated September 19, 1991, the Committee recommended to Council as follows:

That a School Crossing Guard be assigned to the intersection of Quigley Road and Greenhill Avenue to cross children during the morning, lunch time, and evening crossing periods.

(ii) **Upper Paradise Road and Stonechurch Road**

The Committee approved the following recommendation in a report by the Director of Traffic Services dated September 19, 1991:

(a) That a School Crossing Guard not be assigned to the intersection of Upper Paradise Road and Stonechurch Road at this time; and

(b) That the Traffic Department be directed to contact the Principal of Gordon E. Price Elementary School and request that students be instructed to cross with the School Crossing Guard at Stonechurch Road and Juliebeth Drive when crossing Stonechurch Road in this area.

(iii) **Queenston Road and Woodman Drive**

The Committee approved the following recommendation in a report by the Director of Traffic Services dated September 20, 1991.

(a) That a School Crossing Guard not be assigned to the signalized intersection of Queenston Road and Woodman Drive at the present time; and

(b) That an additional study be conducted at this intersection early in 1992 when construction on Queenston Road in this area is complete.

7.4 **Operation of Queen Street between Aberdeen Avenue and Main Street**

The Committee was in receipt of a recommendation from the Director of Traffic Services dated September 19, 1991.

Prior to voting on the motion, the Committee approved that the main motion be amended to add subsection (d) as follows:

That an eastbound advanced green light be implemented between the hours of 7:00 a.m. to 9:00 a.m. at the intersection of Locke Street and Aberdeen Avenue.

Kent Yokum of 311 Bay Street South, Elizabeth Ray of 156 Aberdeen Avenue and Carol Mason of 295 Bay Street South were present in support of the recommendation.

Following brief discussion, the Committee approved the recommendation of the Director of Traffic Services as amended and forwarded it to Council for approval as follows:

(a) That Queen Street continue to operate one-way southerly in the section north of Herkimer Street;

(b) That the City Council request the Regional Council to prohibit northbound right turns from Queen Street to Aberdeen Avenue between the hours of 7:00 a.m. and 9:00 a.m., Monday to Friday;

(c) That the effect of the prohibition of northbound left turns from James Street to Markland Avenue be monitored by the Director of Traffic Services.

(d) That an eastbound advanced green light be implemented between the hours of 7:00 a.m. to 9:00 a.m. at the intersection of Locke Street and Aberdeen Avenue.

8. DELEGATIONS (CONT'D)

8.1 **Public Meeting regarding the proposed Road Allowance closure of a portion of the alleyway adjacent to No. 73 Murray Street East**

Mr. Aston explained that the purpose of the closures is to clear title to a property for the purpose of obtaining a mortgage.

Mr. Hollander and Mr. Warton of Murray Street were present in support of the closure.

As recommended by the Commissioner of Transportation/Environmental Services in a report dated September 10, 1991, the Committee recommended to Council as follows:

(a) i. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order to stop-up, close and sell the easterly 1.0m x 20.0m of the public unassumed north/south alleyway adjacent to #73 Murray Street;

ii. That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

iv. That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

v. That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;

vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

(b) Provided the Judge's Order to close the highway is granted:

i. That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner;

ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

8.2 **Delegations in response to the Director of Traffic Services report on "Response to Public Comments: Pedestrian Safety Meeting" dated July 17, 1991**

Mr. Bob Brown and Mr. John Abraham of the Hamilton Bikeways Citizens Advisory Committee were present. They explained that some confusion exists regarding pedestrian safety and traffic.

The Chairman explained that the purpose of the special meeting as appended by the Transport and Environment Committee was regarding pedestrian safety only.

The Committee requested that the Report from the Hamilton Bikeways Citizens Advisory Committee be forwarded to the Region for consideration.

The reports from the Director of Traffic Services dated July 17, 1991, the Council on Road Trauma dated August 23, 1991 and from Wendy Moore Spors dated September 9, 1991 were noted and received by the Committee.

8.3 **Alderman D. Agostino - Delegations re: Intersection Control: Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive**

Upon the request of Alderman Agostino, the Committee tabled this delegation to the next regular meeting of the Transport and Environment Committee.

9. **DIRECTOR OF TRAFFIC SERVICES (CONT'D)**

9.1 **Pedestrian Crossing Protection in Hamilton**

Mr. Solomon presented a video to the Committee on half signals which was taken at Nanimo and narrated by the Director of Traffic Services.

After viewing the video, the Committee approved the recommendation of the Director of Traffic Services dated September 19, 1991 as follows:

(a) That the form of pedestrian crossing protection known as "half-signal" be approved for use in Hamilton;

(b) That the report from the Director of Traffic Services dated September 19, 1991 regarding Pedestrian Crossing Protection in Hamilton be forwarded to the Regional Council;

(c) That the Council of the Regional Municipality of Hamilton-Wentworth be requested to approve the use of the "half-signal" in Hamilton-Wentworth;

(d) That the Regional Council be requested to make formal application to the Minister of Transportation, Ontario to request a change in the Highway Traffic Act to make the use of half-signals legal in Ontario, or to allow a demonstration project in Hamilton-Wentworth;

(e) That the Director of Traffic Services be directed to develop installation warrants and standards for the use of the half-signal;

(f) That the Director of Traffic Services be directed to develop a program for the installation of half-signals in Hamilton-Wentworth.

10. **OTHER BUSINESS**

10.1 Geoff Aston advised that a report regarding Service Club signs will be prepared for the next Transport and Environment Committee meeting.

11. **ADJOURNMENT**

There being no further business the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

(b) Provided the Judge's Order to close the highway is granted:

i. That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner;

ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

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9. **DIRECTOR OF TRAFFIC SERVICES (CONT'D)**

9.1 **Pedestrian Crossing Protection in Hamilton**

Mr. Solomon presented a video to the Committee on half signals which was taken at Nanimo and narrated by the Director of Traffic Services.

After viewing the video, the Committee approved the recommendation of the Director of Traffic Services dated September 19, 1991 as follows:

(a) That the form of pedestrian crossing protection known as "half-signal" be approved for use in Hamilton;

(b) That the report from the Director of Traffic Services dated September 19, 1991 regarding Pedestrian Crossing Protection in Hamilton be forwarded to the Regional Council;

(c) That the Council of the Regional Municipality of Hamilton-Wentworth be requested to approve the use of the "half-signal" in Hamilton-Wentworth;

(d) That the Regional Council be requested to make formal application to the Minister of Transportation, Ontario to request a change in the Highway Traffic Act to make the use of half-signals legal in Ontario, or to allow a demonstration project in Hamilton-Wentworth;

(e) That the Director of Traffic Services be directed to develop installation warrants and standards for the use of the half-signal;

(f) That the Director of Traffic Services be directed to develop a program for the installation of half-signals in Hamilton-Wentworth.

10. **OTHER BUSINESS**

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Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

THE CORPORATION OF THE
CITY OF WINDSOR

THOMAS W. LYND, M.A., A.M.C.T.
CITY CLERK

OFFICE OF THE CLERK

FAX: (519) 255-6868

REC
SE
CIT

2.1

IN REPLY, PLEASE REFER TO OUR FILE No. _____

August 21, 1991

MBB/91 sf

TO ALL ONTARIO MUNICIPALITIES WITH A POPULATION OVER 50,000:

Windsor City Council at its meeting held July 29, 1991 considered the attached report of the Windsor Bicycling Committee and adopted resolution M98-91 which directed that the Minister of Treasury and Economics be petitioned to contribute a percentage of the revenue generated from the "Gas Guzzler" tax to municipalities promoting the use of bicycles.

Since bicycle usage not only assists in cleaning the environment, but also helps to conserve fuel consumption, your support of allocating funds for bicycle related projects would be appreciated.

Yours very truly,

Thomas W. Lynd
City Clerk

SF/ml
Attachment

Adopted by Council at its meeting held on July 29, 1991. (M98-91)

SF/kz
Windsor, Ontario, July 29, 1991

REPORT NO. 9
of the Windsor Bicycling Committee
of its meeting held
June 25, 1991 in Room B-3, City Hall
at 4:30 o'clock p.m.

Present: Ted Andkilde, Chairperson
Councillor Peter Carlesimo
Mark Buckner
Rick Coronado
Bill Desmarais
Jim Merdith
Diane Rogers

Your Committee submits the following recommendation:

That the Honourable Floyd Laughren, Minister of Treasury & Economics, BE PETITIONED to allocate a percentage of the revenue generated from the new conservation tax to be levied on certain vehicles, to those municipalities involved in promoting the use of bicycles through the construction of bikepaths and other relative initiatives, and further this resolution BE FORWARDED to the Honourable Ruth Grier, Minister of the Environment and to the Association of Municipalities of Ontario and to municipalities having a population over 50,000 for support.

CHAIRPERSON

SECRETARY

Approved: T+E Sept 30/91
Refined Back to TTE from Council Oct 8/91.

2.2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 12

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Albany Avenue between Kenilworth Avenue North and Robins Avenue - Parking Regulations **(TEC-202-91)**

RECOMMENDATION:

a) That in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Albany Avenue between Kenilworth Avenue North and Robins Avenue; and

b) That the City Traffic By-Law 89-72 be amended accordingly.

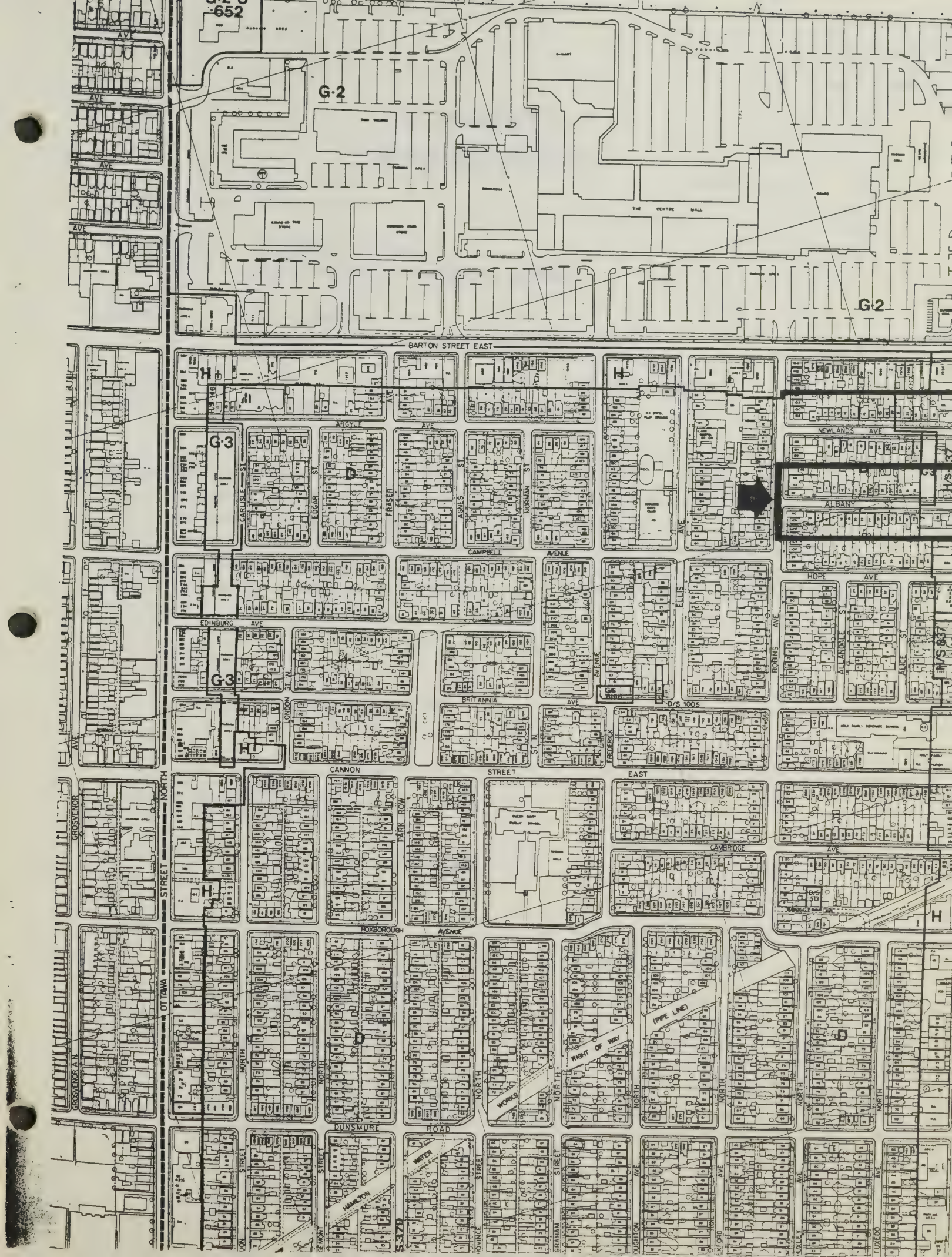
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
Sufficient funds are provided in the 1991 Traffic Department budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 21 of the 34 abutting residential properties requesting that in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Albany between Kenilworth and Robins. all of the petitioners support the request as well as three additional residents who were contacted by phone. One other resident contacted by phone was opposed.

Albany has a 24 foot pavement width and presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has expressed concern regarding non-residents who park their vehicles on the street during evenings to attend the nearby tavern. The implementation of the proposed regulation would eliminate long-term, non-resident parking and residents would be entitled to purchase permits at a cost of $24.00 per year per permit which would exempt their vehicle from the posted parking time limit. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


G-2
G-3
BARTON STREET EAST
NEWLANDS AVE
ALBANY
HOPE AVE
CAMPBELL AVENUE
EDINBURG AVE
BRITANNIA AVE
CANNON STREET EAST
CAMBRIDGE AVE
ROXBOROUGH AVENUE
DUNSMURE ROAD
OTTAWA STREET NORTH
PARK ROW
ELLIS AVENUE
ROBINS AVE
ALLANDALE ST
ALICE ST
ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER ST
AGNES ST
NORMAN ST
LONDON
GROSVENOR
PIPE LINE
RIGHT OF WAY
WORKS
MASTER
HAMILTON
D/S 1005
S-3379

3.1

CITY OF HAMILTON

- RECOMMENDATION -

OCT 11 1991

DATE: 1991 October 9

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF TREATED SCREENED SAND DURING 1991

RECOMMENDATION:
That a purchase order be issued to Lakeview Sand & Gravel, Paris for the supply and delivery, as and when required during the 1991 winter season, of treated screened sand a with an option to renew to April 30, 1992, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed through Stock Materials Account No. CH56197 60999, as follows:

Picked up - $13.37
Delivered - $16.80
Prices per tonne including all taxes

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis

	Picked Up	Delivered
Lakeview Sand & Gravel, Paris	$13.37	$16.80
Waterford Sand & Gravel, Waterford	14.05	18.25
TCG Materials Limited, Brantford	15.70	20.53

Prices per tonne including all applicable taxes. For you information, the estimated expenditure for the complete 1991-1992 winter season is $100,000.

3.2.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 10

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF SODIUM CHLORIDE DURING 1991

RECOMMENDATION:
That a purchase order be issued to Sifto Canada Inc., Mississauga, for the supply and delivery, as and when required during the 1991 winter season, of coarse crushed sodium chloride at a cost of $38.12 per tonne including all taxes, with an option to renew to April 30, 1992, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed through Stock Materials Account No. CH56197 60999.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis

Sifto Canada Inc., Mississauga	$38.12
The Canadian Salt Co. Ltd., Mississauga	39.38
Akzo Salt Ltd., Mississauga	41.34

Prices per tonne including all applicable taxes. For you information, the estimated expenditure for the complete 1991-1992 winter season is $1,000,000.

4.1

CITY OF HAMILTON

- RECOMMENDATION -

OCT 0 2 1991

DATE: 1991 October 2

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local Improvements of concrete curb on north side of LEASIDE ROAD between Brighton Avenue and Dunn Avenue - $40,850.00
Our File: 110-2/91.6

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of concrete curb on north side of Leaside Road between Brighton Avenue and Dunn Avenue.

Patrice Noé Johnson, City Solicitor

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on September 24, 1991, in adopting Item 7 of the 13th Report of the Transport & Environment Committee and Item 10 of the 17th Report of the Finance & Administration Committee. There is no Ontario Municipal Board approval required in this matter as this money was provided for in the 1991 portion of the 1991-1995 Capital Budget.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of an independent concrete curb on the north side of Leaside Road between Brighton Avenue and Dunn Avenue;

2. The supervision of the construction by the Director of Public Works.

WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works herein described at a total estimated cost of $40,850.00 to be financed from the 1991 Capital Levy;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 7 of the 13th Report of the Transport & Environment Committee and Item 10 of the 17th Report of the Finance & Administration Committee on September 24, 1991;

AND WHEREAS that portion of Leaside Road between Brighton Avenue and Dunn Avenue is a road within the jurisdiction of The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described as an independent concrete curb on the north side of Leaside Road between Brighton Avenue and Dunn Avenue may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $40,850.00, which cost shall be financed from the 1991 Capital Levy.

2. The Director of Public Works is hereby authorized to supervise construction of the works.

3. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1991) 13 R.T.E.C. 7, September 24
(1991) 17 R.F.A.C. 10, September 24

4.2

CITY OF HAMILTON

- RECOMMENDATION -

OCT 02 1991

DATE: 1991 October 2

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local Improvements of concrete sidewalk on east side of NASH ROAD between Barton Street and a point 24m southerly - $3,200.00
Our File: 110-2/91.7

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of concrete sidewalk on east side of Nash Road between Barton Street and a point 24m southerly.

Patrice Noé Johnson, City Solicitor

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on January 29, 1991, in adopting Item 15 of the 2nd Report of the Transport & Environment Committee and Item 24 of the 1st Report of the Finance & Administration Committee. There is no Ontario Municipal Board approval required in this matter as this money was provided for in the 1990 portion of the 1990-1994 Capital Budget.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of an independent concrete sidewalk on the east side of Nash Road between Barton Street and a point 24m southerly;

2. The preparation of plans, specifications, reports and by-laws and the supervision of the construction by the Commissioner of Engineering.

WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works herein described at a total estimated cost of $3,200.00 to be financed from the 1990 Capital Levy;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 15 of the 2nd Report of the Transport & Environment Committee and Item 24 of the 1st Report of the Finance & Administration Committee on January 29, 1991;

AND WHEREAS that portion of Nash Road between Barton Street and a point 24m southerly is a road within the jurisdiction of The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described as an independent concrete sidewalk on the east side of Nash Road between Barton Street and a point 24m southerly may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $3,200.00, which cost shall be financed from the 1990 Capital Levy.

2. The Commissioner of Engineering is hereby authorized to prepare all necessary plans, specifications, reports and by-laws required for the construction of the works; and supervise construction of the works.

3. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1991) 2 R.T.E.C. 15, January 29
(1991) 1 R.F.A.C. 24, January 29

5.1

CITY OF HAMILTON

- RECOMMENDATION -

OCT 0 9 1991

DATE: 1991 October 8

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Sewer - Street Tree Policy Amendment**

RECOMMENDATION:

That the present policy to alleviate sewer disruptions caused by municipal tree roots, adopted by the City of Hamilton on the 24th day of June, 1986 be amended to include:

Blockage on Road Allowance
"If there is a blockage caused by settlement or a collapsed or broken sewer line, the Regional Municipality of Hamilton-Wentworth will pay 100% of the cost to repair the sewer line, regardless of whether or not tree roots are present" and

That the following headings be added to the policy to improve the understanding of the policy, and

"Sewer Cleaning"
"Blockage by Tree Roots"
"Blockage other than Tree Roots"
"50/50 Cost Share"
"Blockage on Road Allowance"

That the terminology be improved so that the policy will read as outlined on the attached, "Figure A".

J. G. Pavelka

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

No change from the existing financial arrangements.

BACKGROUND:

With the emphasis on continually reviewing policies to update their content and improve them, staff from the Public Works Department and the Engineering Department have met to improve the wording and content of the existing Sewer-Street Tree Policy to respond more effectively to property owner's concerns and with the format for investigation and letters of recommendation.

During the discussions, it was discovered that in the field, when a sewer blockage was caused by a settlement or a collapsed or broken sewer line on the road allowance, repairs were being made, 100% at the expense of the Region of Hamilton-Wentworth. As the road authority responsible for control of work on the road allowance, it is felt that this control should eliminate blockages caused by settlement or collapsed or broken sewer lines. So that if a blockage materializes because of these problems, the blockage is felt to be the responsibility of the Region of Hamilton-Wentworth.

Over the past few years, to more effectively outline what is involved with the different aspects of the operation to the residents, the following explanations on formats have evolved.

1. **Format for Investigation**

2. **Format for Emergency Tree Root Related Sewer Repair**

3. **Recommendation Letters to Property Owner**

4. **Release Agreement**

These explanatory formats have been included as Appendix B to this report, for your information.

JGP/PSU/rb
attach.

cc P. Noé-Johnson, Law Department
cc B. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc T. Gill, Regional Engineering

FIGURE "A"

"PROPOSED POLICY"

SEWER - STREET TREE POLICY

CITY

Sewer Cleaning	When the City receives complaints from a property owner regarding City tree roots impairing the operation of the property owner's sewer, it will be the property owner's responsibility to call a sewer contractor to clean out the property owner's sewer. The sewer contractor will advise the property owner and the City by way of a signed affidavit, of the exact cause of the blockage.
Blockage by Tree Roots	If it is determined that the sewer blockage was caused by the roots of a City tree, the City will assume 100% of the cost of the clean out.
Blockage other than Tree Roots	If it is determined that the blockage was not caused by the roots of a City tree, the total cost for the clean out will be assumed by the property owner.
50/50 Cost Share	If a sewer clean out is required twice or more in one year, as the result of City tree roots, the Director of Public Works will discuss the situation with the property owner and a decision will be made by the Director of Public Works to cost share 50/50 either the removal of the tree and/or replacement of that portion of the sewer line affected by tree roots. The replacement sewer line must meet Region of Hamilton-Wentworth Specifications and a permit must be obtained prior to construction.
Blockage on Road Allowance NEW	**A.** If there is a blockage caused by settlement or a collapsed or broken sewer line, the Regional Municipality of Hamilton-Wentworth will pay 100% of the cost to repair the sewer line, regardless of whether or not tree roots are present. **B.** If there is a blockage caused by tree roots, then arrangement will be made to cost share 50/50 for the removal of the blockage. Upon discussion with the property owner, the Director of Public Works has the option to continue with a scheduled sewer clean out program; the City will assume 100% of the cost of the clean out.

PSU/rb
May 22, 1991

Major change from previous policy

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

"PRESENT POLICY"

SEWER - STREET TREE POLICY

CITY

When the City receives complaints from a property owner regarding City tree roots impairing the operation of the property owner's sewer, it will be the property owner's responsibility to call a sewer contractor to clean out the property owner's sewer. The sewer contractor will advise the property owner and the City by way of a signed affidavit, of the exact cause of the blockage.

If it is determined that the sewer blockage was caused by the roots of a City tree, the City will assume 100% of the cost of the clean out.

If it is determined that the blockage was not caused by the roots of a City tree, the total cost for the clean out will be assumed by the property owner.

If a sewer clean out is required twice or more in one year, as the result of City tree roots, the Director of Public Works will discuss the situation with the property owner and a decision will be made by the Director of Public Works to cost share 50/50 either the removal of the tree and/or replacement of that portion of the sewer line affected by tree roots. The replacement sewer line must meet Region of Hamilton-Wentworth Specifications and a permit must be obtained prior to construction.

Upon discussion with the property owner, the Director of Public Works has the option to continue with a scheduled sewer clean out program; the City will assume 100% of the cost of the clean out.

PSU/rb
May 22, 1991

APPENDIX B

SEWER - STREET TREE POLICY

FORMAT FOR INVESTIGATION

Public Works

- will administer all citizens concerns for both Regional Road and City Roads.

Property owner

- submits first invoice for reimbursement to Public Works

Forestry

- investigates to determine ownership of tree (City/Region/Private)
- determine condition of tree
- recommends reimbursement based on ownership
- if tree is City-owned, Public Works issues reimbursement
- if tree is Region-owned, Public Works issues reimbursement on behalf of the Engineering Department
- if tree is private, no reimbursement
- records are kept in Public Works

Property owner

- submits second invoice for reimbursement
- initial investigation will determine ownership and reimbursement

Public Works Department

- at the time of second reimbursement, the staff will meet with the property owner to discuss the options to evolve a solution and ultimately the resolution will be a recommendation in the form of an information letter authorized by the Director of Public Works, will be sent to the property owner re: 50/50 cost share, confirming the solution.
- three letters have been formatted as follows:
    1. Removal of tree, 50/50 cost share
    2. Replacement of sewer line, 50/50 cost share
    3. Continued sewer cleanout, 100% City or Region
- this letter will advise the property owner to respond to Public Works Department to implement pre-determined plan of action

Public Works Department - receives information from property owner accepting 50/50 cost share or continued sewer clean-out

1. - Removal of tree 50/50 cost share will be co-ordinated by Public Works with City/Region Council approval.
   - Invoice for City streets paid by Public Works upon a signed release by property owner as attached
   - Invoice for Regional roads paid by Public Works on behalf of the Engineering Department upon a signed release by property owner as attached

2. - Replacement of Sewer line 50/50 cost share will be co-ordinated by Region and will issue permits and follow-up to completion
   - Invoice for City streets paid by Public Works upon a signed release by property owner as attached
   - Invoice for Regional roads paid by Region upon a signed release by property owner as attached

3. - Continued Sewer clean-out
   - Public Works will co-ordinate a scheduled clean-out
   - Public/Works Region issues reimbursement

FORMAT FOR EMERGENCY TREE ROOT RELATED SEWER REPAIR

Blockage cannot be removed and sewer must be exposed and replaced:

Property owner/contractor:

- must obtain permit from Regional Engineering
- proceed digging to determine blockage

Region:

- private drain inspector inspects problem
- if tree roots involved, contact Public Works

Forestry:

- investigates to determine ownership of tree (City/Region/Private)
- determine condition of tree
- makes report
- if tree roots are found to be the cause, property owner will be notified of 50/50 cost share of sewerline based on ownership of tree

Engineering:

- inspects work
- invoice for City streets paid by Public Works
- invoice for Regional roads paid by Region

91.2201.00

1991 June 20

Re: Street Tree - Sewer Line Repair Programme

The following format must be followed if it is agreed between the property owner and the Department of Public Works that the sewer be repaired or replaced.

1) The property owner is responsible for obtaining a contractor bonded with the Region of Hamilton-Wentworth, as per the Region's Sewer and Drain By-Law #R79-172 on the restoration work agreed upon by the City of Hamilton.

2) The City of Hamilton will approve, in writing, the outlined work of the contractor and agree to equally cost share with the property owner the portion of the sewer line, within the road allowance, affected by tree roots.

3) Upon written approval from the Director of Public Works, the property owner may then proceed to have the work completed. The property owner's Contractor must obtain the proper permits from the Region of Hamilton-Wentworth prior to doing any road excavation, sewer repair, replacement, or relocation.

4) When all work is completed, the property owner will pay the full cost and submit their bill to the Public Woks Department for reimbursement or prearrange with the Public Works Department and the contractor to have the contractor invoice the City directly for its portion.

5) Reimbursement will be issued upon a signed release by property owner.

The City of Hamilton/Region of Hamilton-Wentworth is not obliged to honour any repair bills for private sewer drains where the above format has not been followed.

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1991 June 24

To Property Owner

Re: Street Tree - Sewer Root Cleaning Program - 50/50 Cost Share Tree Removal

It has been determined through the submission of your second invoice for sewer clean out, a decision must be made to obtain a permanent solution to this recurring problem.

The _____ tree located on the City/Region portion of your property is the cause of the tree root sewer problem. The condition of this tree has been assessed and based on the findings the Public Works Department/Region of Hamilton-Wentworth is willing to engage in a 50/50 cost share agreement for the removal of this tree pending Council approval.

In order to pursue this matter, contact the Public Works Department at 546-___. As this is considered a permanent solution, future invoices for sewer clean out will not be reimbursed.

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

PSU/rb

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1991 June 24

To Property Owner

Re: Street Tree - Sewer Root Cleaning Program - Continued Sewer Clean out Program

It has been determined through the submission of your second invoice for sewer clean out, a decision must be made to obtain a permanent solution to this recurring problem.

The tree located on the City/Region portion of your property is the cause of the tree root sewer problem. The condition of this tree has been assessed and based on City/Region by-laws and policies, must be protected. In order to alleviate the burden of allowing only two sewer clean outs per 12 month period, the Public Works Department is offering a scheduled sewer clean out program. The City/Region of Hamilton-Wentworth will assume 100% of the cost of the clean out.

In order to pursue this matter, contact the Public Works Department at 546-____ and a schedule for clean out will be developed and continued reimbursement will follow.

J. G. PAVELKA, P. ENG.
DIRECTOR OF PUBLIC WORKS

PSU/rb

RELEASE - 50/50 COST SHARE TREE REMOVAL

(We), I _____ (are), am the registered owner(s) of the property located at _____ in the _____ of _____, in the City of Hamilton/Regional Municipality of Hamilton-Wentworth and that (we), I hereby acknowledge receipt of payment from the City of Hamilton/Regional Municipality of Hamilton-Wentworth in the amount of _____ being the total cost of carrying out the removal of the City/Region tree in regard to a back-up of the sewer and drains which occurred on or about the _____ day of _____ 19___ and in consideration of said payment, (we) I hereby release and forever discharge the said City of Hamilton/Regional Municipality of Hamilton-Wentworth of and from all claims, demands, actions, causes of action, interest, damages, loss, expenses and costs for the investigation and removal of City/Region Tree. (We), I hereby acknowledge and agree that the payment made to (us) me by the City of Hamilton/Regional Municipality of Hamilton-Wentworth is the sole consideration of this Release and that said payment is deemed to be no admission whatsoever of liability on the park of the City of Hamilton/Regional Municipality of Hamilton-Wentworth in regard to the private drain, the sewer or any sewer back-up or any claims, demands, actions, causes of action, interest, damages, loss, expenses and costs resulting therefrom.

IN WITNESS WHEREOF, (We), I have hereunto set (our), my hand(s) and seal this _____ day of _____ 19____.

IN THE PRESENCE OF

_____ _____

_____ _____

RELEASE - 50/50 COST SHARE PRIVATE DRAIN INVESTIGATION

(We), I _____ (are), am the registered owner(s) of the property located at _____ in the _____ of _____, in the City of Hamilton/Regional Municipality of Hamilton-Wentworth and that (we), I hereby acknowledge receipt of payment from the City of Hamilton/Regional Municipality of Hamilton-Wentworth in the amount of _____ being the total cost of carrying out an investigation and repair of our private drains in regard to a back-up of the sewer and drains which occurred on or about the ___ day of _____ 19__ and in consideration of said payment, (we) I hereby release and forever discharge the said City of Hamilton/Regional Municipality of Hamilton-Wentworth of and from all claims, demands, actions, causes of action, interest, damages, loss, expenses and costs for the investigation and repair of the said private drains. (We) I hereby acknowledge and agree that the payment made to (us) me by the City of Hamilton/Regional Municipality of Hamilton-Wentworth is the sole consideration of this Release and that said payment is deemed to be no admission whatsoever of liability on the part of the City of Hamilton/Regional Municipality of Hamilton-Wentworth in regard to the private drain, the sewer or any sewer back-up or any claims, demands, actions, causes of action, interest, damages, loss, expenses and costs resulting therefrom.

IN WITNESS WHEREOF, (We), I have hereunto set (our), my hand(s) and seal this _____ day of _____ 19____.

IN THE PRESENCE OF

_____ _____

_____ _____

5.2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 10

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Proposed Construction of an Independent Concrete Sidewalk on Concession Street (North Side) from Belvidere Avenue to Approximately 99m Easterly.**

RECOMMENDATION:

a) That the construction of an independent concrete sidewalk on the north side of Concession Street from Belvidere Avenue to approximately 99m easterly proceed as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of eleven thousand, nine hundred dollars ($11,900.), as provided in the 1991 portion of the 1991-1995 Capital Budget with a City share of eleven thousand, nine hundred dollars ($11,900.), and;

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project, and;

c) That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

J. G. Pavelka

J.G Pavelka, P.Eng.
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
Provision has been made for these works in the 1991-1995 Capital Budget.

BACKGROUND:

The redevelopment of the western portion of Sam Lawrence Park has been substantially completed. There is a section of sidewalk that has never been built and should be constructed as a local improvement. The construction of an independent concrete sidewalk on the north side of Concession Street adjacent to the park will complete the sidewalk construction in this area and provide a proper walking surface for pedestrians.

The location of the proposed project is shown on the attached plan.

RPM:hm

Attch.

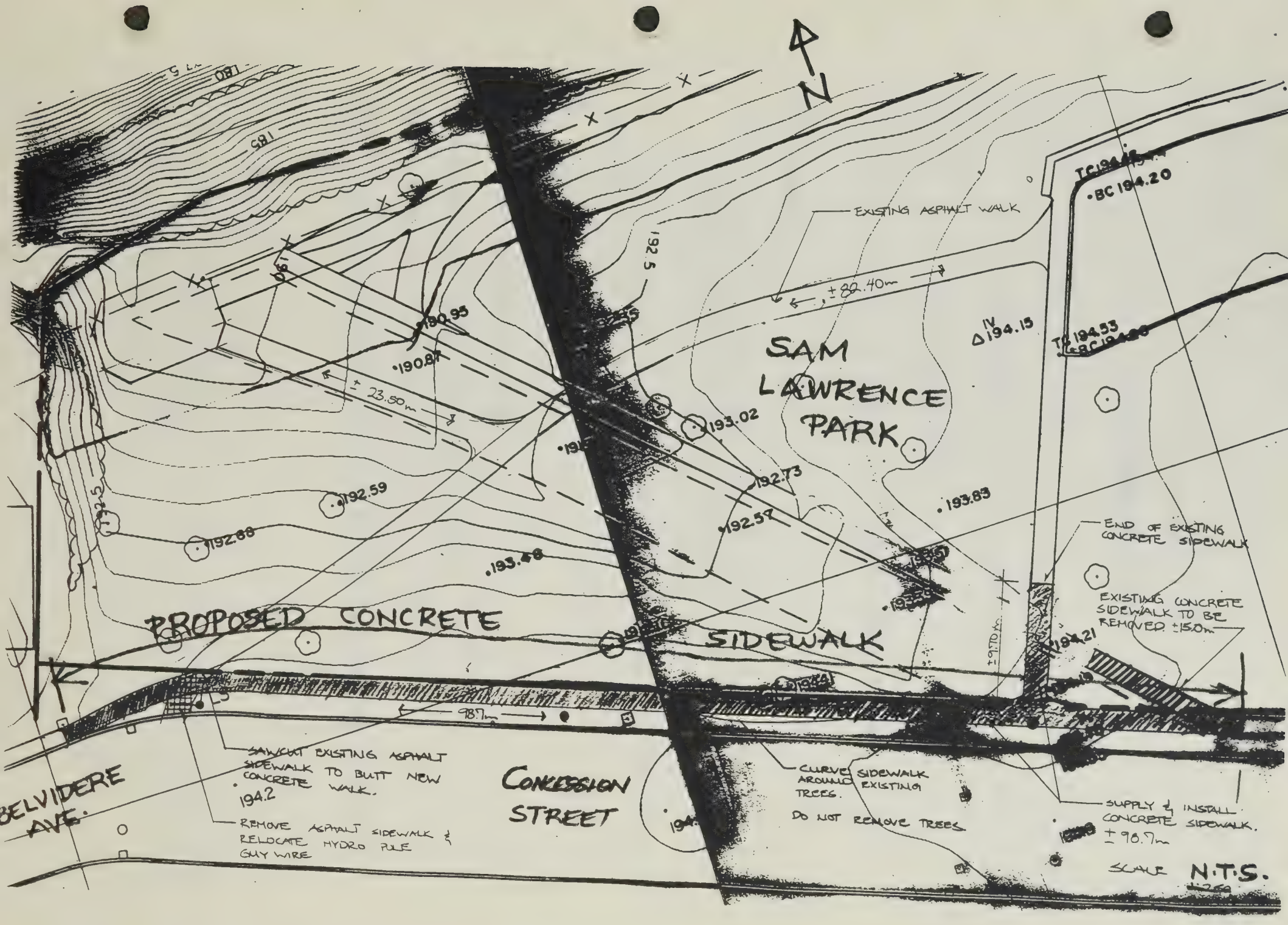
c.c. E. C. Matthews, City Treasurer
Treasury Department
ATTN: N. Adyha, Manager of Budgets

G. Lawson, Commissioner
Finance Department

A. Georgieff, Director
Local Planning

J. Thompson, Secretary
Finance and Administration Committee

R. Chrystian, Manager of Parks Division
Public Works Department
ATTN: W. Plessl, Superintendent of Park Development


N
EXISTING ASPHALT WALK
± 82.40m
SAM LAWRENCE PARK
BC 194.20
TC 194.53
194.15
190.95
190.87
± 23.50m
193.02
192.73
192.59
192.57
192.88
193.83
193.58
END OF EXISTING CONCRETE SIDEWALK
EXISTING CONCRETE SIDEWALK TO BE REMOVED ±15.0m
194.21
PROPOSED CONCRETE SIDEWALK
98.7m
SAWCUT EXISTING ASPHALT SIDEWALK TO BUTT NEW CONCRETE WALK.
194.2
REMOVE ASPHALT SIDEWALK & RELOCATE HYDRO POLE GUY WIRE
CONCESSION STREET
CURVE SIDEWALK AROUND EXISTING TREES.
DO NOT REMOVE TREES
SUPPLY & INSTALL CONCRETE SIDEWALK.
± 90.7m
SCALE N.T.S.
BELVIDERE AVE.

5.3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 11

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: 1991 Road and Sidewalk Capital Reconstruction Program

RECOMMENDATION:

(a) That the reconstruction of 110 metres of sidewalk along the north side of Fielding Crescent from Lawfield Drive to 31 Fielding Crescent at a cost of $13,500 be added to the 1991 Road and Sidewalk Capital Reconstruction Program and,

(b) That the action of the Director of Public Works to proceed with the reconstruction of this sidewalk be confirmed.

J. Pavelka

J. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The reconstruction of the sidewalk is estimated at $13,500.

There is a balance of $69,919.18 in the 1991 Road and Sidewalk Capital Reconstruction Program.

BACKGROUND:

After receiving complaints from the residents adjacent to the sidewalk along the north side of Fielding Crescent, staff responded and visited the location in the field to investigate the complaint. A site investigation confirmed that the concrete sidewalk along the north side of Fielding Crescent from Lawfield Drive to 31 Fielding Crescent was so badly deteriorated that the concrete was breaking down into gravel.

Furthermore, because it is necessary to complete pouring concrete for sidewalks by the end of October, to avoid poor curing, it is necessary to undertake this reconstruction work now.

Recognizing that the broken sidewalk posed such a safety problem and that sufficient funds were available, the Director of Public Works authorized that the Public Works crews proceed with the work.

JGP/jdh

c.c. Mr. E. C. Matthews, Treasurer

6.1

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 October 7

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

OCT 0 8 1991

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Sale of property at 125 East 22nd Street to Mrs. Ruth Clarke and Larry Alfons Van Herzele and Lisa Anne Basso-Van Herzele**

RECOMMENDATION:

a) That an Offer to Purchase executed by Larry Alfons Van Herzele and Lisa Anne Basso-Van Herzele on September 25, 1991 and scheduled for closing on or before January 6, 1992, for the purchase of part of the property at 125 East 22nd Street, shown as part of Part 3 on Plan P-1343 Surveys, containing 72 square metres (775.02 square feet), more or less, be approved and completed. The purchase price of $626.00 be credited to Account Number CH 59050 30001 (Outside Recoveries).

b) That a certified deposit cheque in the amount of $60.00 be held by the City Treasurer pending approval of this transaction.

c) That an Offer to Purchase executed by Mrs. Ruth Clarke on August 26, 1991 and scheduled for closing on or before January 6, 1992, for the purchase of part of the property at 125 East 22nd Street, shown as part of Part 3 and Part 4 on Plan P-1343 Surveys, containing 238 square metres (2,561.89 square feet), more or less, be approved and completed. The purchase price of $626.00 be credited to Account Number CH 59050 30001 (Outside Recoveries).

d) That a certified deposit cheque in the amount of $60.00 be held by the City Treasurer pending approval of this transaction.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

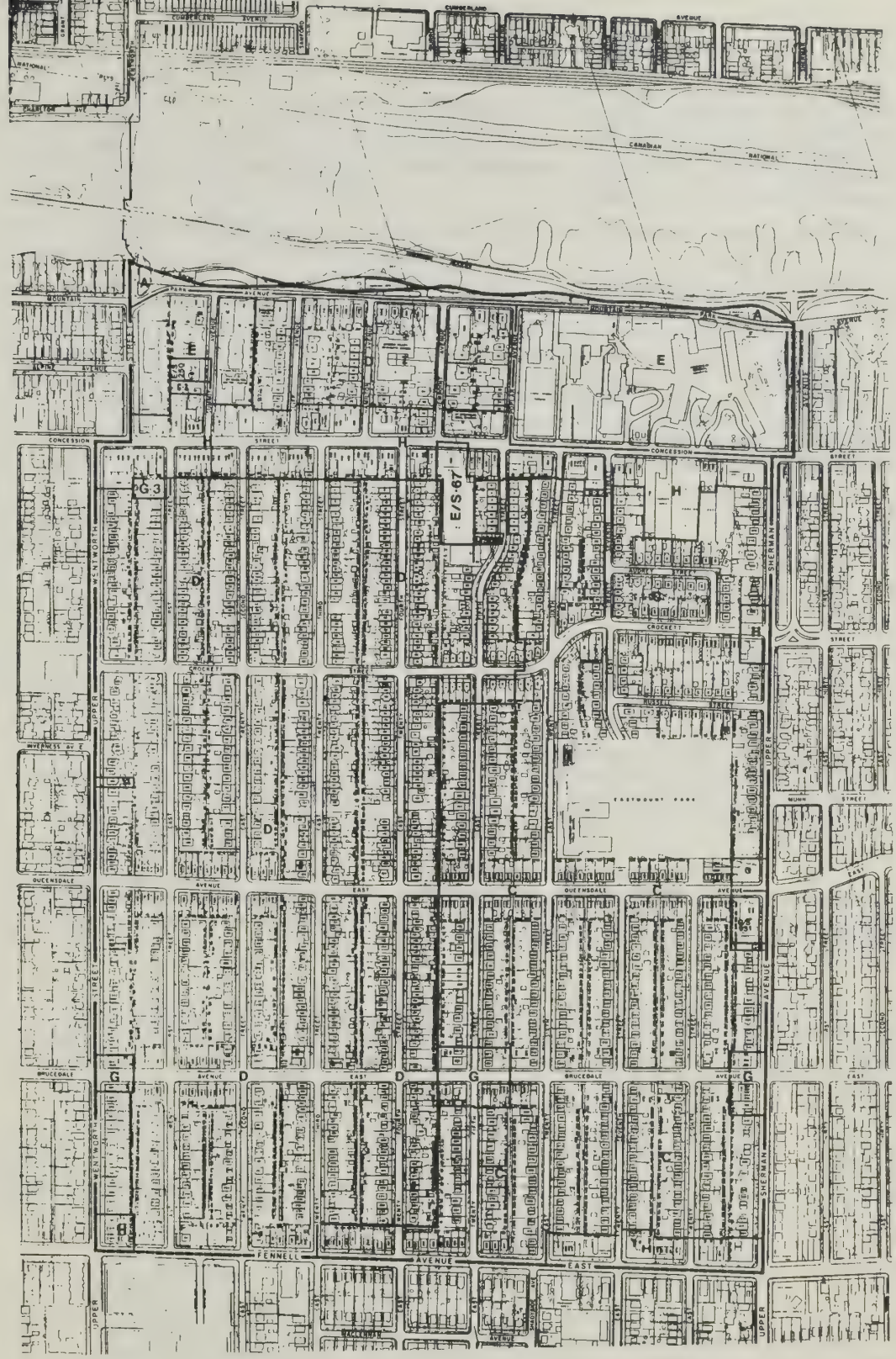
Subject lands are surplus to municipal requirements and form part of the Old Mountain Drain. By Instrument Number 135191 C.D., Registered on August 22, 1979, the abutting owners at 129 East 22nd Street registered a Declaration of Possession, as they have been using this land for the past twenty-nine (29) years.

Negotiations for the sale of these lands to the abutting owners have been on-going over the years to no avail. In order to clear up this cloud on the City's title, the lands are being conveyed to the abutting owners for a nominal sum, to cover City costs to finalize this transaction. The City will benefit from taxes paid once these lands are incorporated with the lands of each abutting owner.

Attach.

c.c. - Alderman H. Merling, Alderman, Ward 7
- Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys

(1.3.188 - 4509)



125	124	12
86	42	111
85	18	98

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

EASTMOUNT

ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 0 50m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO. 7211

JUNE 1988

PAGE NO. 42

OFFER TO PURCHASE

Larry Alfons Van Herzele and Lisa Ann Basso-Van Herzele
c/o Haspodar, Davies and Goold
Barristers and Solicitors
I/We **P.O. Box 372, Brantford, Ontario L3T 5N3** of the City of Hamilton
Attention: Mr. C. David Goold

in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **Part of Mountain Drain and Part of Lot 62, Leander Park Survey, Registered Plan No. 746, shown as Part of Part 3 on attached copy of Plan P-1343 Surveys, containing 72 square metres (775.02 square feet) more or less. Subject parcel forms part of the property at 125 East 22nd Street.**

at the price of **Six Hundred and Twenty-Six**----------DOLLARS **($626.00)**
of lawful money of Canada, payable as follows:-

(a) A deposit of **Sixty**----------DOLLARS **($60.00)**
by certified cheque payable to the Vendor.

(b) The balance of the purchase price namely **Five Hundred and Sixty-Six**----------
----------DOLLARS **($566.00)**
with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable ~~5th~~ Nov 4 by the Purchaser and may be accepted by the Vendor up to but not after the ~~15th~~ day of ~~October~~ 1991, by a letter mailed or delivered to the Purchaser at the above address.

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed on or before the ~~20th~~ 5th day of ~~November~~ January 1992 ~~1991~~.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

16. The exact area will be determined by a survey prepared by the Regional Surveyor prior to the date of closing.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Brantford this 25th day of September 1991.

SIGNED, SEALED AND DELIVERED)
in the presence of)

)_____ (Seal)
)LARRY ALFONS VAN HERZELE

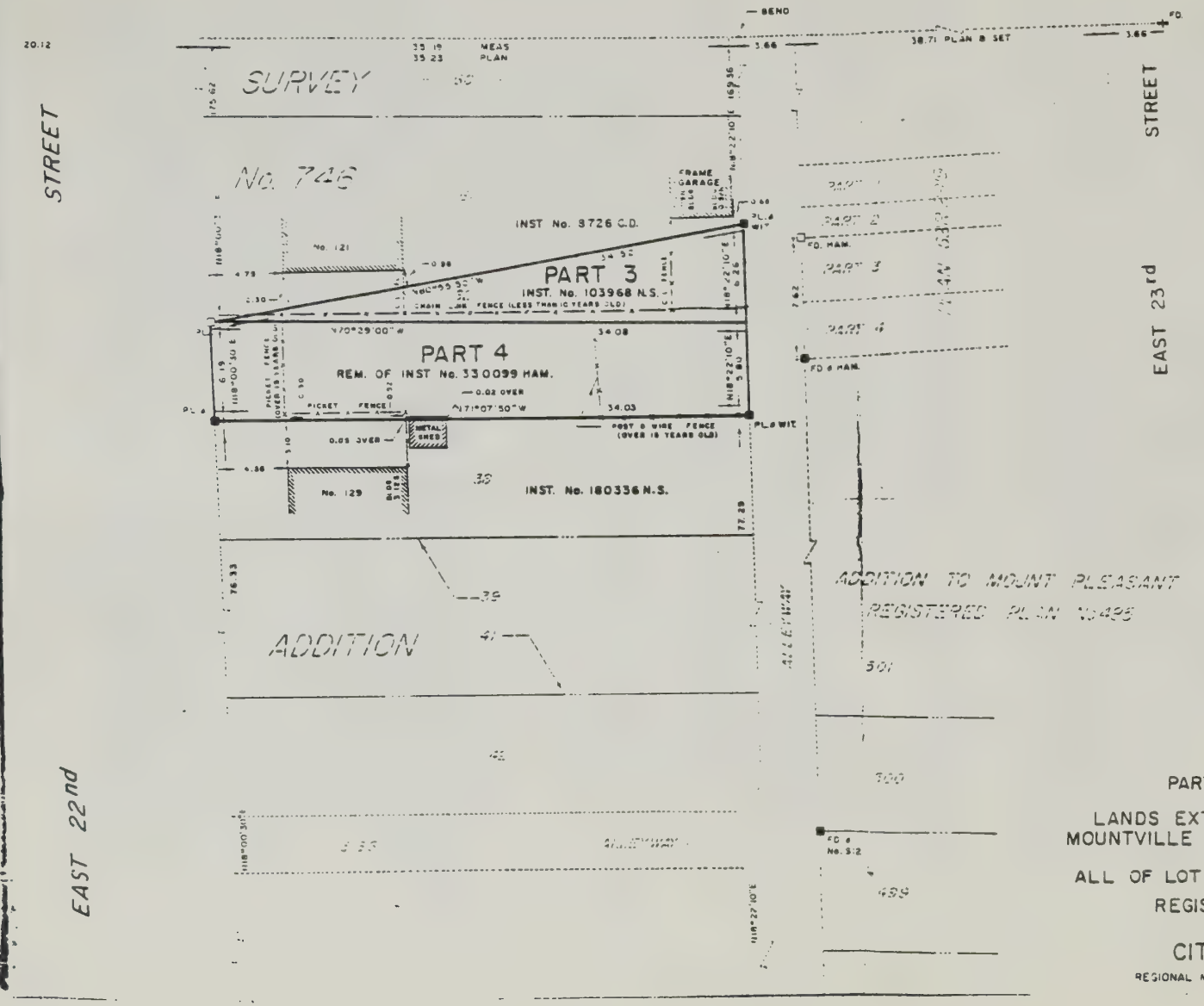
)Lisa Basso-VanHerzele (Seal)
)LISA ANNE BASSO-VAN HERZELE

)_____ (Seal)

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor 120 Market Street Brantford.

5/5/88



CAUTION THIS PLAN IS NOT A PL... OF SUBDIVISION WITHIN THE MEANING ... THE PLANNING ACT.

REFERENCE PLAN SHOWING

PART OF MOUNTAIN DRAIN

AND

LANDS EXTENDED TO NORTH LIMIT OF MOUNTVILLE ADDITION REG'D PLAN No. 590

AND

ALL OF LOT 62 LEANDER PARK SURVEY

REGISTERED PLAN No. 746

IN THE

CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE: 1:200

OFFER TO PURCHASE

I/We Mrs. Ruth Clarke
c/o Davis, Baldwin & Kovacs
Barristers and Solicitors
Jackson Station, P.O. Box 57129
Hamilton, Ontario L8P 4W9
of the City of Hamilton

in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of Part of Mountain Drain, and Part of Lot 62, Leander Park Survey, Registered Plan 746, having a frontage along the easterly limit of East 22nd Street of 6.19 metres, more or less, containing 238.0 square metres (2,561.69 square feet) more or less, shown as Part of Part 3 and Part 4 on attached copy of Plan P-1343 Surveys. Subject parcel forms part of the property at 125 East 22nd Street.

at the price of Six Hundred and Twenty-Six----------DOLLARS ($626.00) of lawful money of Canada, payable as follows:-

(a) A deposit of Sixty----------DOLLARS ($60.00) by certified cheque payable to the Vendor.

(b) The balance of the purchase price namely Five Hundred and Sixty Six----------
----------DOLLARS ($566.00)
with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

26 ac

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the ~~15th~~ 5th day of ~~October~~ November 1991, by a letter mailed or delivered to the Purchaser at the above address.

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed on or before the ~~30th~~ 6th day of ~~November~~ January 1992 ~~1991.~~

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

16. The exact area to be conveyed will be determined by a survey to be prepared by the Regional Surveyor, prior to the date of closing.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 26 day of August 19 88.

SIGNED, SEALED AND DELIVERED in the presence of

Ruth Clarke (Seal)
RUTH CLARKE

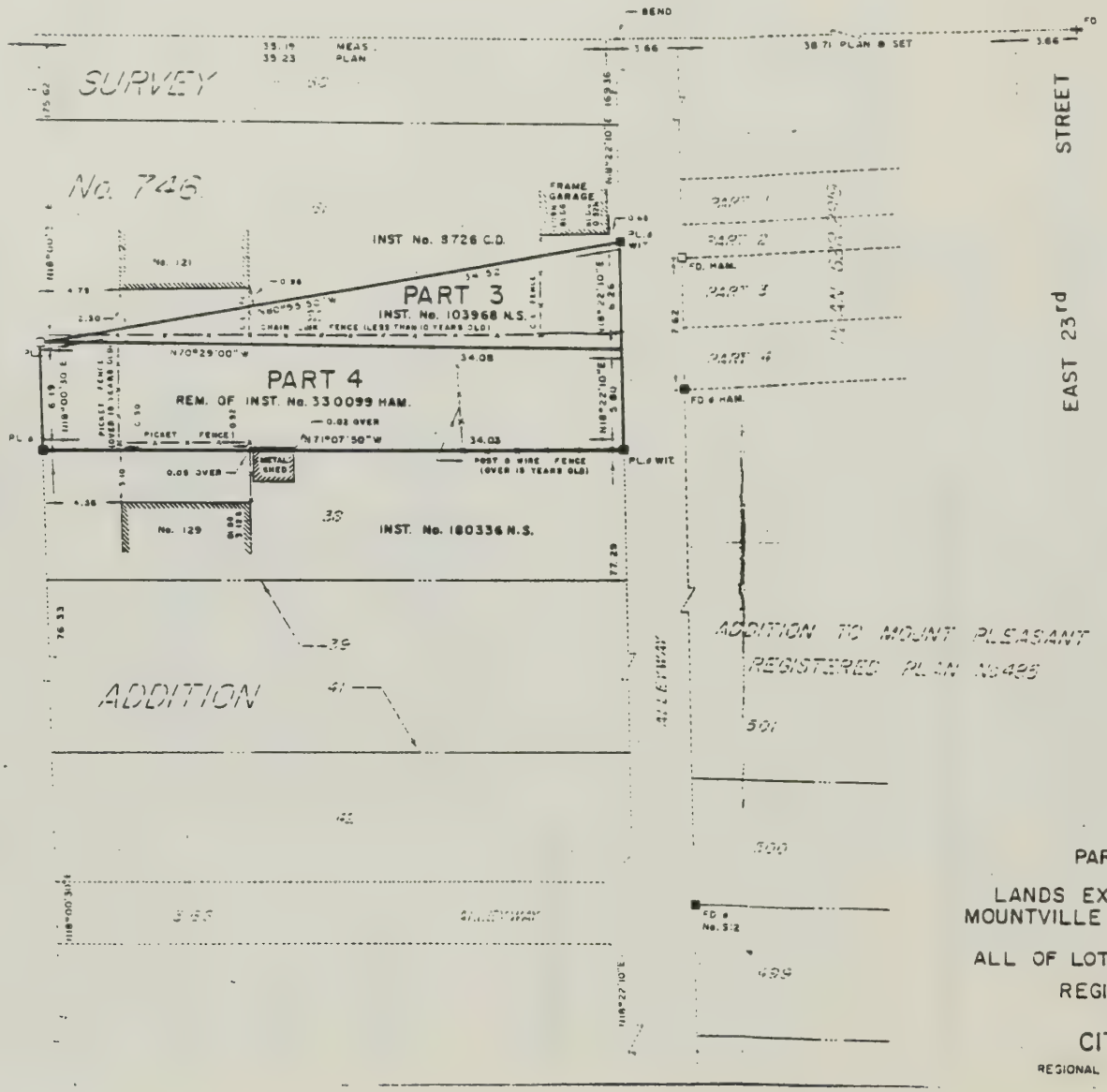
(Seal)

(Seal)

Name of Purchaser's Solicitor SIDNEY A. BALDWIN

Address of Purchaser's Solicitor 20 HUGHSON STREET SOUTH, P.O. BOX 57129, HAMILTON, ONTARIO. L8P 4W9

5/5/88



DATE _____

D. A. HARRINGTON CITY SURVEYOR

CAUTION THIS PLAN IS NOT A PL- OF SUBDIVISION WITHIN THE MEANING THE PLANNING ACT.

REFERENCE PLAN SHOWING

PART OF MOUNTAIN DRAIN

AND

LANDS EXTENDED TO NORTH LIMIT OF MOUNTVILLE ADDITION REG'D PLAN No. 590

AND

ALL OF LOT 62 LEANDER PARK SURVEY

REGISTERED PLAN No. 746

IN THE

CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE: 1:250

6.2

CITY OF HAMILTON

— RECOMMENDATION —

OCT 10 1991

DATE: 1991 October 9

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Release of Covenants on land described as Part 1 on Plan 62R-8253, Part of 480 Rymal Road West - 100 Main Street East Limited (A. Frisina)**

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute documents for the purpose of releasing the land described as Part 1 on Plan 62R-8253, being part of 480 Rymal Road West from the covenants set out in Instrument Number 374730 C.D., as this land has now been included by the Purchaser, 100 Main Street East Limited (A. Frisina) in the Plan of Rymal Estates which was registered as Plan 62M-679 on February 8, 1991, in accordance with the original Offer to Purchase finalized on October 13, 1986.

D. W. Vyce

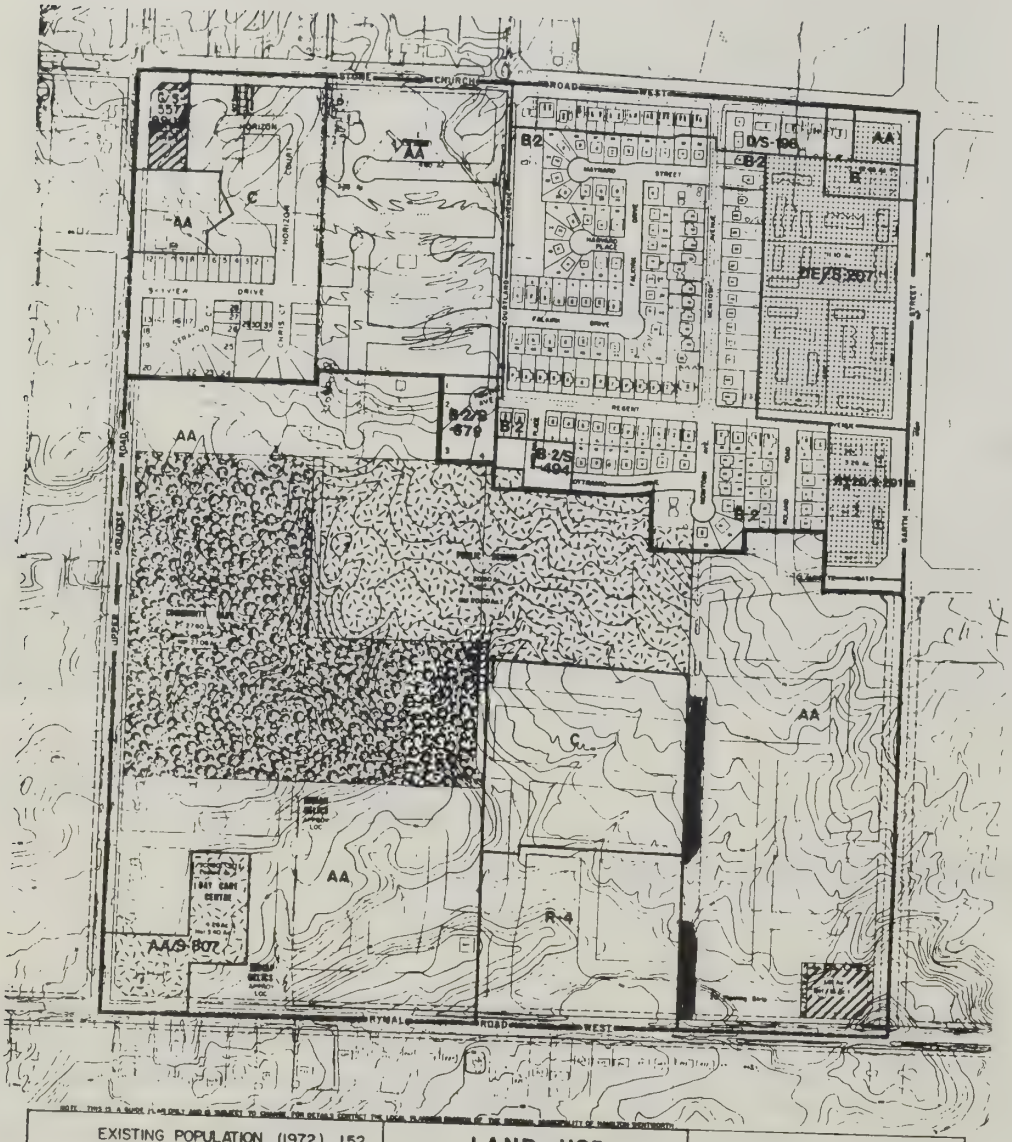
FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

As a condition of the sale of Part 1 on Plan 62R-8253, being part of 480 Rymal Road West, the Purchaser, 100 Main Street East Limited (A. Frisina) agreed to include this land for roadway purposes in his plan for Rymal Estates. This condition has been met and 100 Main Street East Limited (A. Frisina) is requesting release of the covenants as described in Instrument Number 374730 C.D.

Attach.
c.c. - Mrs. P. Noé Johnson, City Solicitor
Attention: Mr. D. Powers
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: Mr. D. Christilaw

(38.1.202 - 4509)



EXISTING POPULATION

(1972)	152
(1973)	220
(1974)	376
(1975)	620
(1976)	723
(1977)	1105
(1978)	1200
(1979)	1110

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

MULTIPLE UNITS

Neighbourhood Boundary

Zoning Boundary

Drainage Line

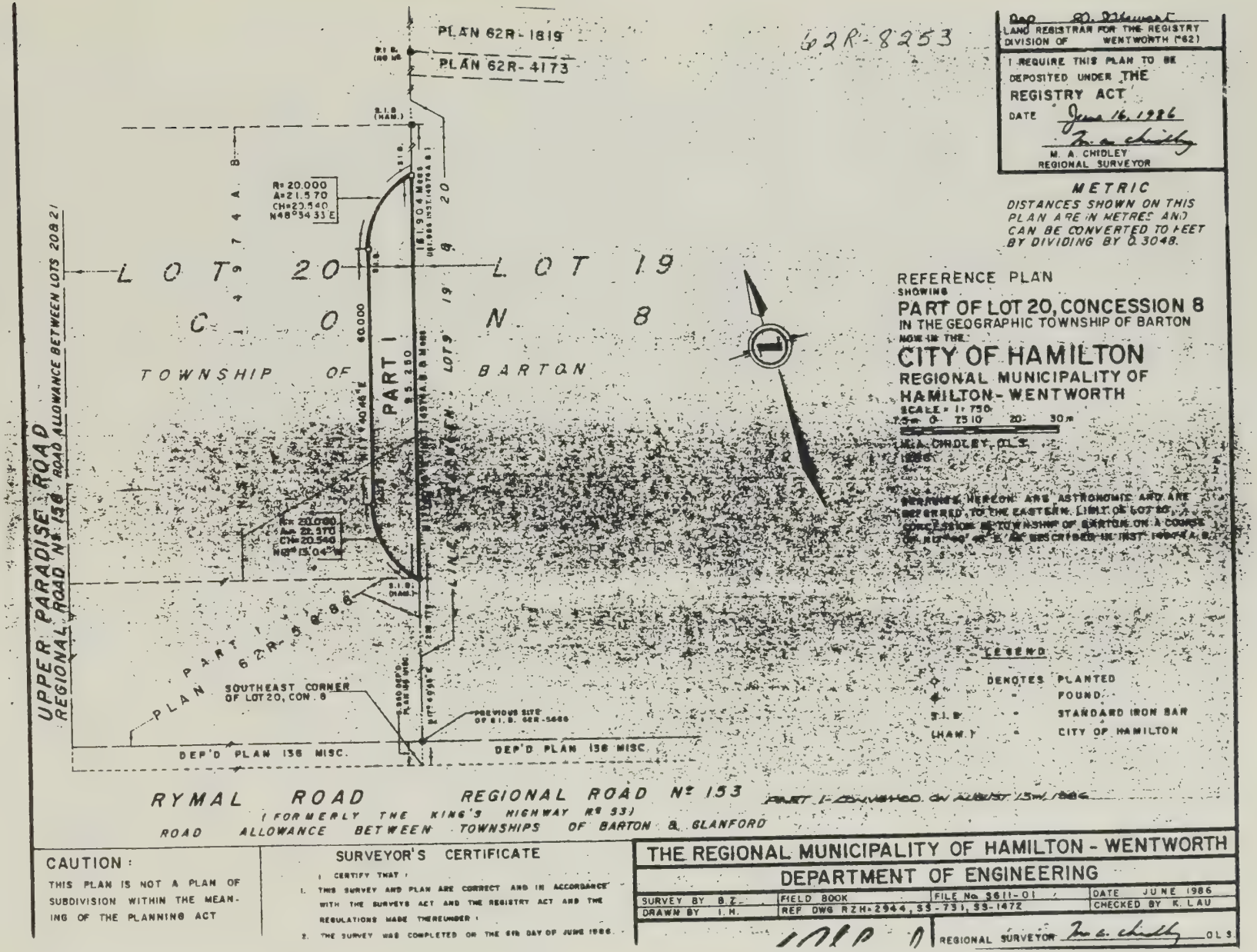
Area North of Drainage Line Approvals
Planning Bd. [illegible] Council [illegible]

Area South of Drainage Line Approvals
Planning Comm. [illegible] Council MAR 12/85

CITY OF HAMILTON
PLANNING DEPARTMENT

FALKIRK EAST
APPROVED PLAN

NORTH



CAUTION :

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT

SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER ;
2. THE SURVEY WAS COMPLETED ON THE 6th DAY OF JUNE 1986.

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

DEPARTMENT OF ENGINEERING

SURVEY BY B.Z.	FIELD BOOK	FILE No. 3611-01	DATE JUNE 1986
DRAWN BY I.M.	REF DWG RZH-2944, 33-731, 33-1472		CHECKED BY K. LAU

1/12/87

REGIONAL SURVEYOR M. A. Chidley O.L.S.

6.3

CITY OF HAMILTON

— RECOMMENDATION —

OCT 11 1991

DATE: 1991 October 11

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for Road Purposes in the approved Gourley Neighbourhood Plan - 874 West 5th Street - Lloyd Kovacs**

RECOMMENDATION:

a) That an Option to Purchase, executed by Lloyd Kovacs on October 1 1991 and scheduled for closing on November 29, 1991, composed of Lot 16, Concession 7, in the former Township of Barton, having a frontage along the westerly limit of West 5th Street of 20.1 metres (66.1 feet), more or less, by a depth of 146.2 metres (479.65 feet), more or less, containing an area of 2,938.62 square metres (31,632.07 square feet), more or less, known as Municipal Number 874 West 5th Street, Hamilton, be approved and completed. The purchase price of $174,000.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands).

b) That the Regional Surveyors be directed to provide a survey on or before closing, showing as Part 1, the lands being purchased by the City and Part 2, the remainder of the Owner's lands.

c) That the Mayor and City Clerk be authorized to execute the necessary documentation.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will establish a One Foot Reserve along the proposed roadway in order to recover costs for the land and services from the abutting developers.

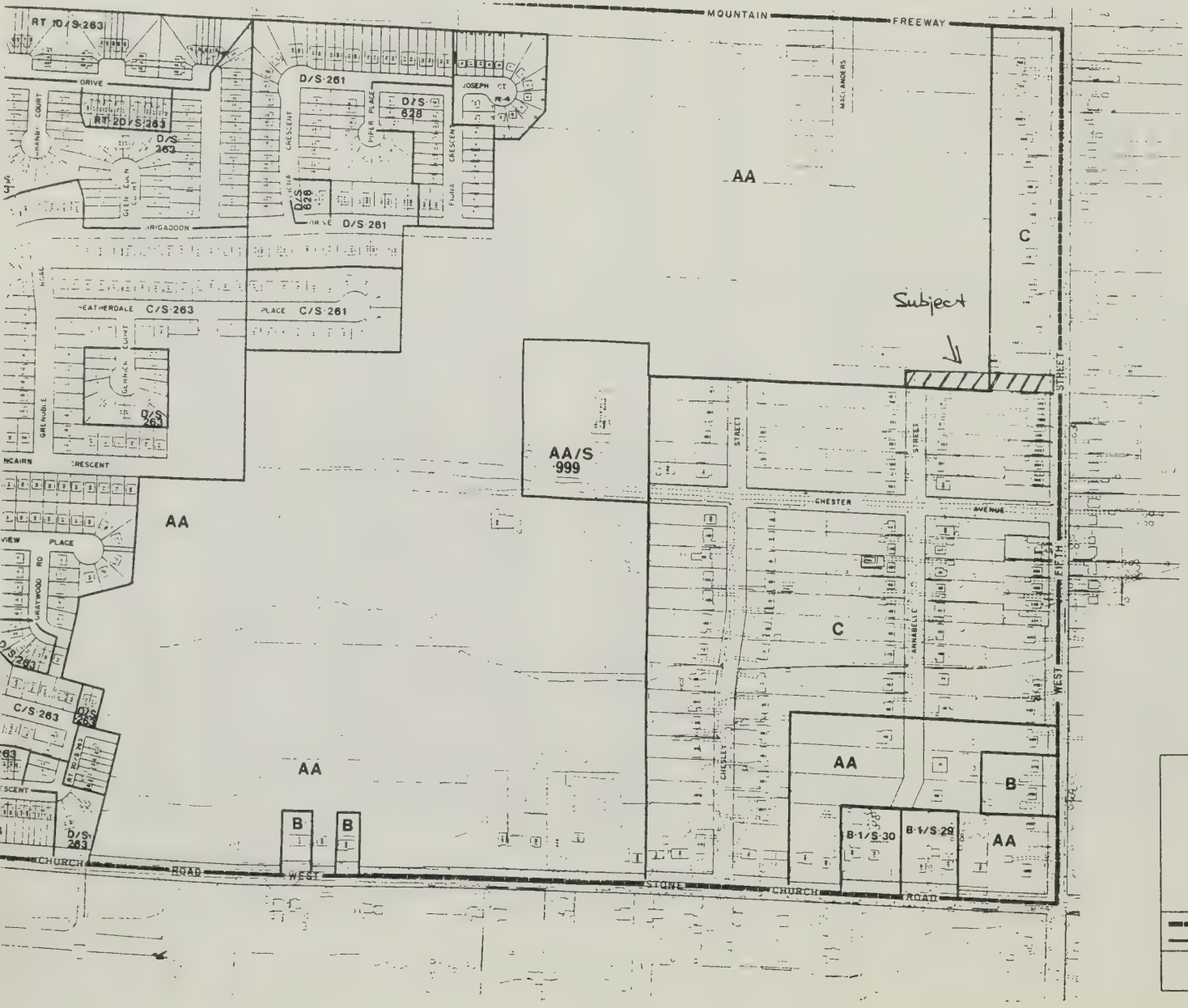
BACKGROUND:

On December 12, 1990, City Council approved Item 6 of the 17th Report of the Transport and Environment Committee for the implementation for the proposed plan for the Gourley Neighbourhood. The plan called for the acquisition of the vacant lot at 874 West 5th Street for road purposes.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: Mr. G. Aston

(4505)



49	116	137
50	53	86
44	121	101

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

GOURLEY

ZONING

Neighbourhood Boundary
Zoning Boundary.

0 100m
SCALE 50m
NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO 7610

JUNE 1988

PAGE NO. 53

OPTION TO PURCHASE

BETWEEN: **Lloyd Kovacs**

Hereinafter called "the Owner"
OF THE FIRST PART:

In care of **Davis, Baldwin & Kovacs**
Barristers and Solicitors
804-20 Hughson Street South
Hamilton, Ontario L8P 4W9

Attention: Mr. Ron Kovacs

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of TWO----------DOLLARS ($2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **Lot 16, Concession 7, in the former Township of Barton, having a frontage along the westerly limit of West 5th Street of 20.1 metres (66.1 feet) more or less, by a depth of 146.2 metres (479.65 feet) more or less, containing an area of 2,938.62 square metres (31,632.07 square feet) more or less, known as municipal number 874 West 5th Street, Hamilton, Ontario, as outlined in red on the attached plan.**

Forming part of this Option to Purchase are Schedule(s) A attached hereto.

The purchase price of the said property shall be the sum of One Hundred and ~~Ninety~~ Seventy Four ~~One~~ Thousand----------DOLLARS ($~~191,000.00~~ 174,000.00) of lawful money of Canada.

The sum of $2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the 5th day of November 1991, and may be accepted by a letter mailed or delivered to the Solicitor at the above address. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 24 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed on or before November 29, 1991 on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

Taxes, including Owner's business tax, local improvements, water and sewer rates, etc., to be apportioned and allowed to the date of completion, and no adjustment shall be made for fuel oil.

The Vendor agrees to cancel and terminate all insurance pertaining to the said premises, no later than the actual date and time of closing and prior to the grant, conveyance or transfer of ownership and title to the purchaser, said cancellation and transfer shall be at the full cost and expense of the Vendor.

Pending completion of the sale arising out of the acceptance of this Option the Owner will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the City may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Option whether accepted or not and have all monies theretofore paid (including the sum paid for the granting of this Option) returned without interest.

The Owner covenants and agrees with the City to do nothing to encumber the said property after the execution of this Option by the Owner prior to the completion or other termination thereof, and agrees that the City may, in the presence of the Owner or his representative inspect the property on the said date of completion, prior to closing the transaction.

It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs ad Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Any tender or documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

This Option is to be read with all changes of gender or number required by its context.

Time shall be of the essence of this Option and of the contract arising from the acceptance thereof which shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, executors, administrators, successors and assigns.

DATED at Hamilton Ontario this 1st day of October A.D., 19 91 .

SIGNED, SEALED AND DELIVERED in the presence of

) Lloyd Kovacs
) LLOYD KOVACS
)
) _____ (Seal)
)
)
) _____ (Seal)

The Undersigned Spouse of the Vendor hereby consents to the disposition evidenced herein pursuant to the provisions of The Family Law Reform Act, 1978, S.O.1978,c.2, as the same may be amended from time to time.

In consideration of the sum of One Dollar ($1.00), (the receipt of which from the City is hereby acknowledged), the Undersigned Spouse of the Vendor hereby agrees with the City that he/she will execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

Year Month - Day

_____ _____ Date _____

Witness Spouse (Seal)

9/17/87

SCHEDULE "A"

Property	Owner's Interest
Lot 16, Concession 7 Former Township of Barton known as Municipal Number 874 West 5th Street Hamilton, Ontario	Lloyd Kovacs

Elements of Compensation

Market Value of Realty plus compensation for time, out of pocket expenses, loss of income, inconvenience, legal costs and all other claims to damages	~~$181,000.00~~ J.K. $174,000.00 J.K.
TOTAL	~~$181,000.00~~ J.K. $174,000.00 J.K.

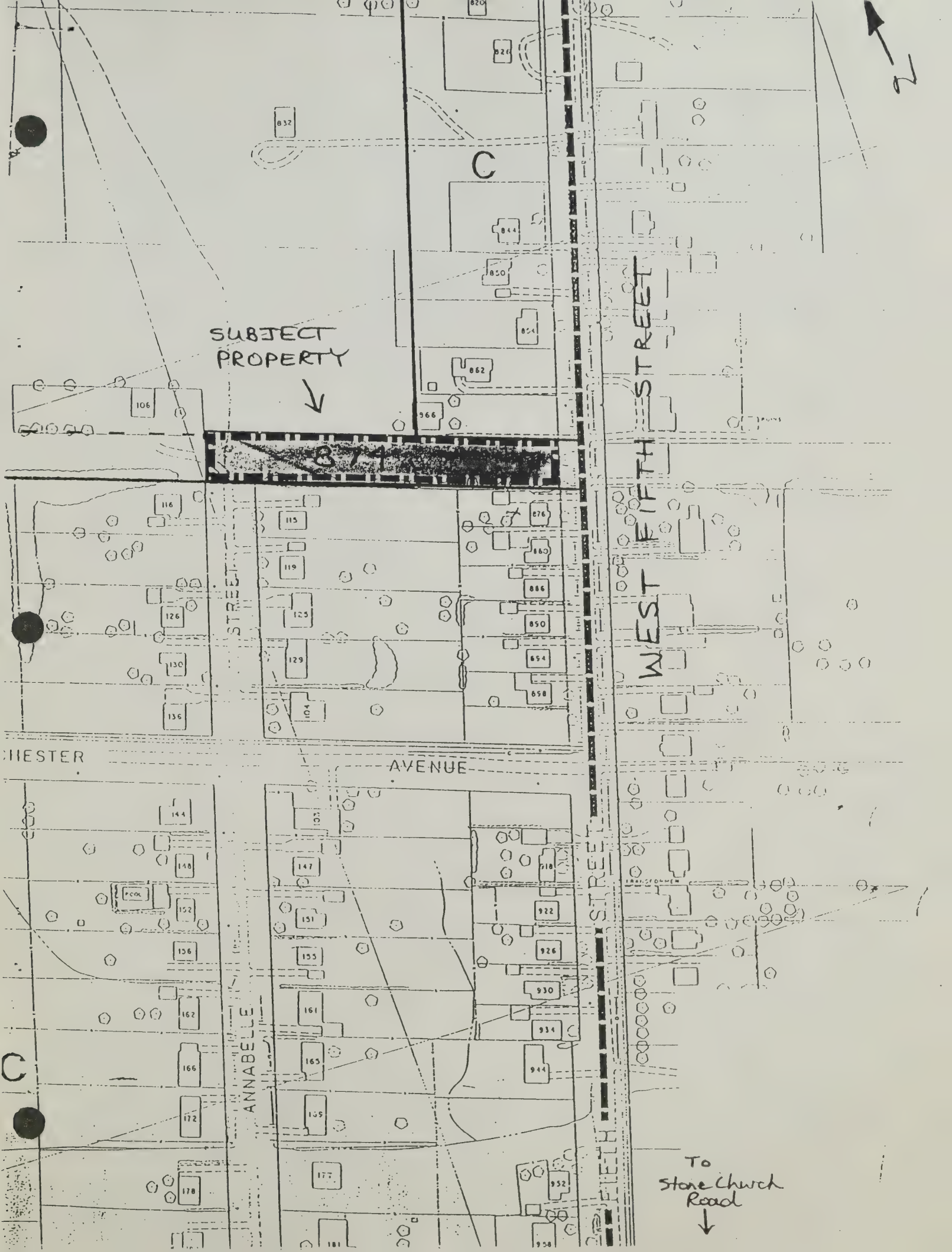
It is also understood and agreed that the amount of One Hundred and ~~Seventy-One~~ Seventy Four Thousand Dollars (~~$181,000.00~~ $174,000.00) is full and final payment of all compensation, interest and cost whatsoever which Lloyd Kovacs might be entitled to as a result of the acquisition by The Corporation of the City of Hamilton of the subject lands.

The City agrees to have prepared and registered on or before closing a Reference Plan showing as Part 1 thereon the lands being purchased herein and as Part 2 thereon the remainder of the Onwer's lands.

Dated at Hamilton, Ontario this 1st day of October 1991

WITNESS:

Lloyd Kovacs
LLOYD KOVACS


SUBJECT PROPERTY
WEST FIFTH STREET
AVENUE
ANNABELLE STREET
To Stone Church Road

7.1

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 9
T103-03 (285) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Proposed Walkway Closure, Eleanor Neighbourhood
Between 531 and 535 Eaglewood Drive

RECOMMENDATION:

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law for the stopping-up and closing of the public walkway in the Eleanor Neighbourhood, between 531 and 535 Eaglewood Drive;

ii) That the Commissioner of Transportation/Environmental Services be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law;

iii) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;

iv) That the Commissioner of Transportation/Environmental Services register a reference plan under the Registry Act, to delineate the manner in which the closed lands are to be distributed to the abutting owners.

v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Act.

Ted Gall

for L. D. Turvey P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Eaglewood Walkway Closure

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The subject walkway was dedicated to the City by Plan of subdivision 62-622 as a public walkway in the Eleanor Neighbourhood in 1989.

Since the walkway is in an approved neighbourhood plan, the closure request of Alderman Merling was first considered by the Planning and Development Committee. A public meeting was held on March 27, 1991 to discuss the proposed walkway closure. Six members of the public attended the meeting and their were no objections to the closure.

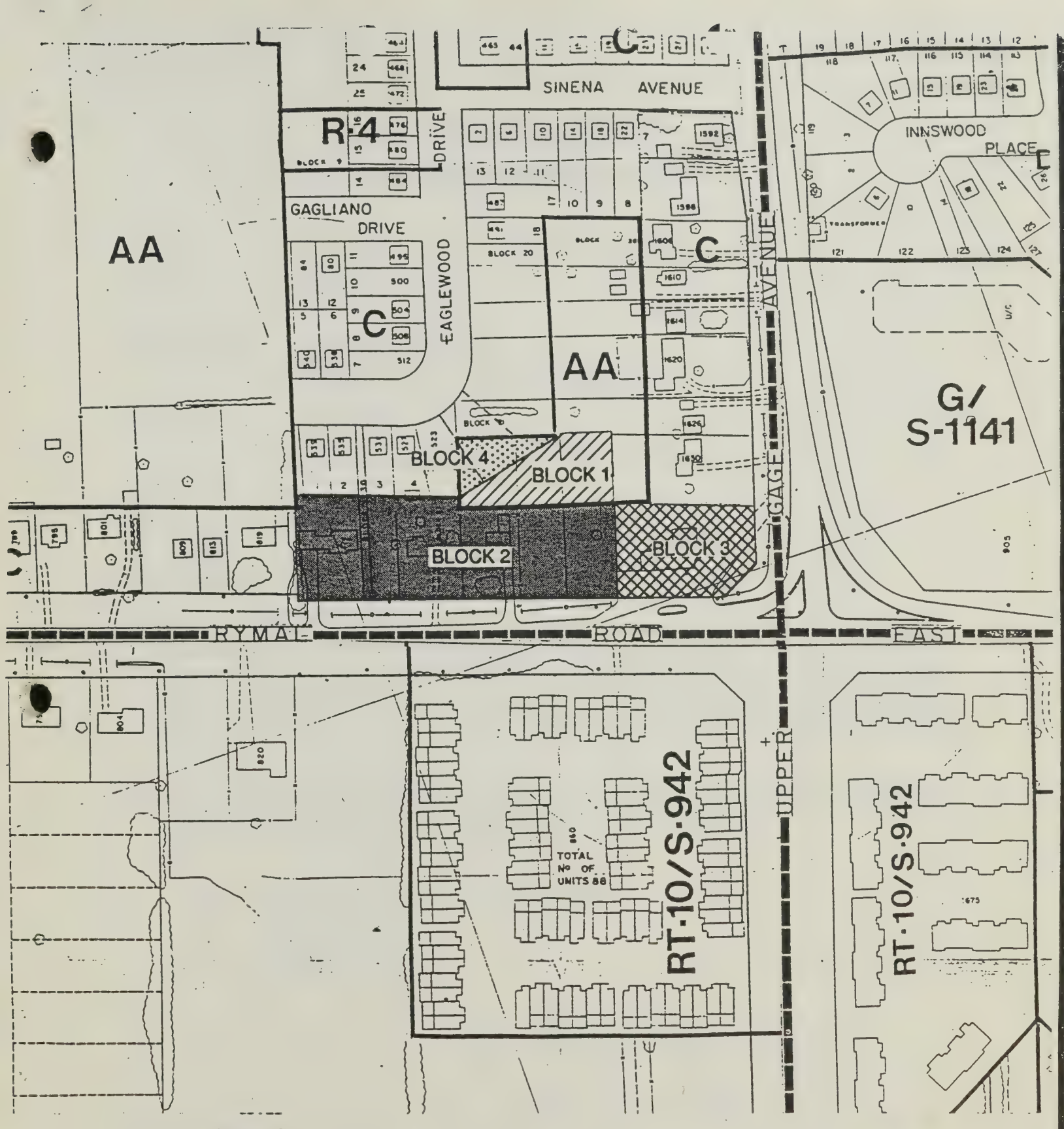
The Planning and Development Committee at its meeting of April 24, 1991, recommended that the Eleanor Neighbourhood Plan be amended by deleting the 10 foot walkway between Nos. 531 and 535 Eaglewood Drive and that the Transport and Environment Committee be requested to consider the closure and disposal of the walkway lands.

On May 9, 1991 your Committee directed the Commissioner of Transportation/ Environmental Services to prepare a report regarding the proposed walkway closure.

Notice of the closure was sent to the affected municipal departments and utility companies and no objections were submitted to this Department. Consequently, it is recommended that the walkway be closed and disposed of in accordance with Council policy.

JKC:cad

cc: A. Zuidema City Law Department
cc: D. W. Vyce, Director of Property
cc: Alderman J. Gallagher
cc: Alderman H. Merling



Legend

Proposed change in zoning from:

ZA90-32

BLOCK 1		"AA" (Agricultural) District to "RT-20" (Townhouse-Maisonette) District.
BLOCK 2		"C" (Urban Protected Residential, etc.) District to "RT-20" (Townhouse-Maisonette) District.
BLOCK 3		"C" (Urban Protected Residential, etc.) District to "HH" (Restricted Community Shopping and Commercial) District, Modified.
BLOCK 4		"AA" (Agricultural) District to "C" (Urban Protected Residential, etc.) District.

APPENDIX A

7.2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 11
T103-11 G. S. Aston

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Service Club Signs on Roadways

RECOMMENDATION:

a) That the City Solicitor be directed to prepare an amendment to By-Law 86-77 (Streets By-Law) to allow the placement of service club signs upon the road allowance, installed by the City of Hamilton, and at the expense of the service club, so as not to interfere with the use of the untravelled portion of the road allowance, upon the issuance of a permit by the Commissioner of Transportation/Environmental Services.

b) That the following agencies be permitted to place service club logos on signs upon the road allowance at locations approved by the Commissioner of Transportation/Environmental Services:

i) Independent Order of Odd Fellows
ii) Lions Club
iii) Rotary International
iv) Optimist Club

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of manufacturing, erecting, and maintaining the signs would be borne by the service clubs, and therefore, there would be no cost to the City.

Cont'd ....

Service Club Signs on Roadways

Cont'd .....

BACKGROUND:

We have received a request on behalf of the Independent Order of Odd Fellows to place four signs bearing their logo upon the road allowances at the entrances to the City. Until recently, these types of signs had been located on the large consolidated sign on York Boulevard, although the I.O.O.F. had not placed signs there. This sign has been directed by Council to be removed.

It is common practice for most municipalities to permit these types of signs at the entrance to the municipality. In fact, a standard has been incorporated in the Ontario Manual of Uniform Traffic Control Devices. However, in the case of the City of Hamilton, there does not appear to be these signs at the entrances.

Provided these signs do not interfere with motorists' visibility, or interfere with the use of the road allowance, and are not aesthetically unpleasing, this Department would recommend their approval. A modification to the "Streets By-Law" would be required to specifically allow these signs.

GSA:cad

7.3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 11
T103-51 J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Encroachment Agreement

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:mjp

SCHEDULE 'A'

Council Date: October 29,1991

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
147-155 Dundonald Ave Hamilton, Ontario	Brick steps 0.15' x 15.2' Interlocking Brick Patio 12.5' X 60.33'	Fothergill Planning and Development 1015-135 James Street South Hamilton, Ontario L8P 2Z6	$112.00/20.00	T103-50(967)
69 Barclay Street Hamilton, Ontario	Concrete Steps measuring 0.84' X 5'	Paul Y. Tokiwa 520 Upper Sherman Avenue Hamilton, Ontario L8V 3L8	$112.00/20.00	T103-50(968)
25 West Avenue North Hamilton, Ontario	Wood Steps measuring 2.98' X 5.0' Wood Verandah 0.27' X 16.3'	Milton Lewis 120 King Street West P.O. Box 926, Stn A Hamilton, Ontario L8N 3P9	$112.00/20.00	T103-50 (966)
162 Locke Street North Hamilton, Ontario	Concrete Verandah measuring 3.05 m X 21.34 m	Marvin P. Stringer 407-20 Hughson Street South Hamilton Ontario L8N 2A1	$112.00/20.00	T103-50 (969)
1657 Main Street East Hamilton, Ontario	Fire Escape on Normanhurst Ave. measuring 3.0' x 20.0'	H. P. Wichmann 309 North Shore Blvd. W. Burlington Ontario L7T 1A6	$230.00/48.00	T103 50 (975)
31 Cluny Avenue Hamilton, Ontario	Wood Steps and Porch measuring 0.5' x 20.2'	P. Radzikowski 31 Cluny Avenue L8L 3H7	$112.00/20.00	T103 50 (943)

7.4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 11
S705-30 P. Strong

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **"Edan Heights Phase One", Hamilton**

RECOMMENDATION:

a) That the City of Hamilton convey to the adjacent owner 603976 Ontario Limited lands known as Part 1, Plan 62R-11934 in the City of Hamilton, and that the sale price for these lands be $1.00.

b) That the City Real Estate Department be authorized and directed to sell Part 1, Plan 62R-11934 and,

c) That the Mayor and City Clerk be authorized and directed to execute the documents required in this matter.

NOTE: All City and Regional servicing costs have been recovered, and the reserve is outside the existing 20.12 metre road allowance.

Ted Gall

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

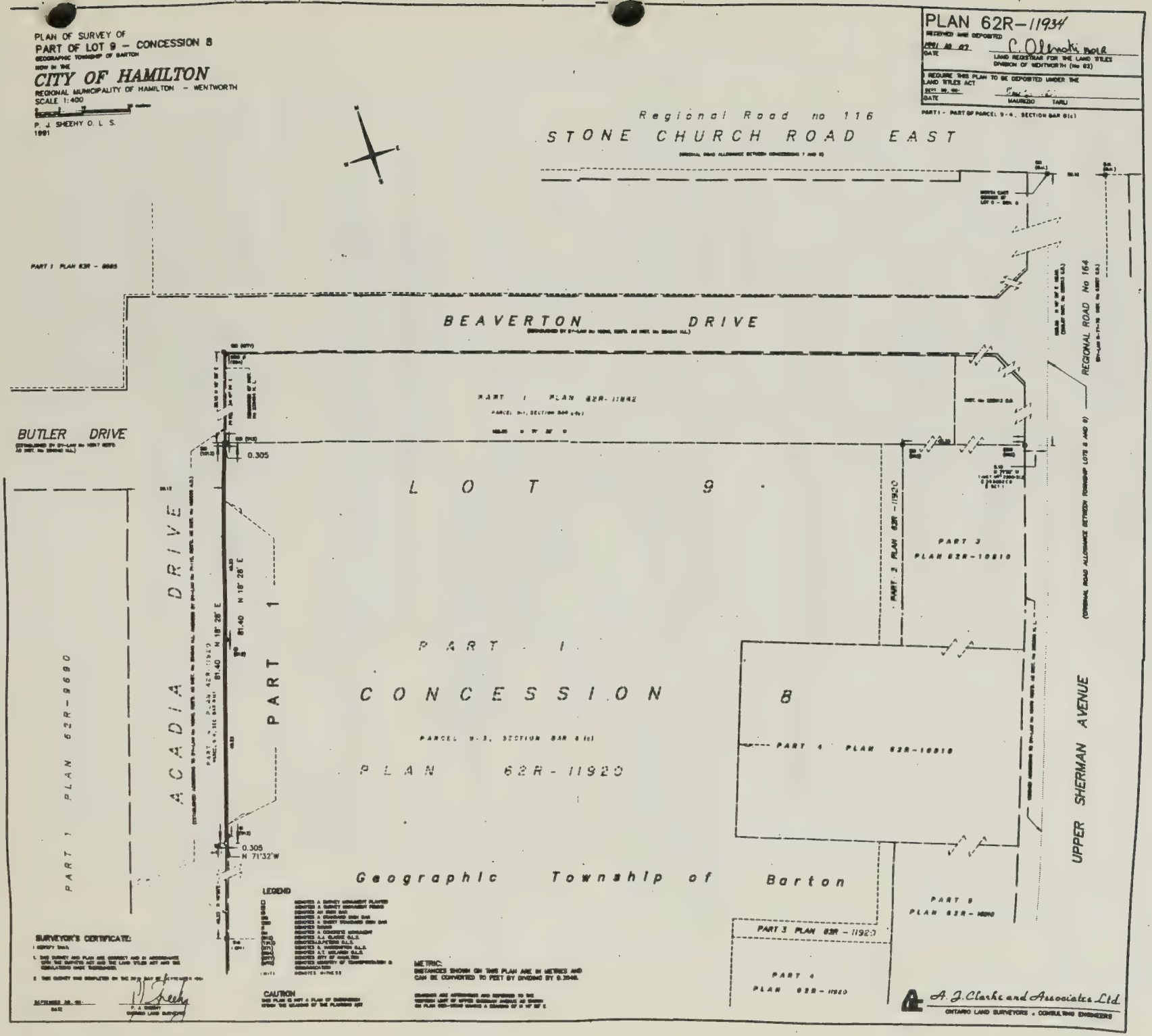
Cont'd...

BACKGROUND:

These lands are located on the east side of Acadia Drive south of Butler Drive in the Butler Neighbourhood (see attached plan).

The owners of Edan Heights - Phase One have paid to the City and Region all outstanding servicing costs related to the reserve adjacent to their property. The reserve is in excess of lands required for road allowance purposes and, therefore, must be transferred to the adjacent owners. This is in accordance with normal City of Hamilton procedures and policies, which authorize the sale of lands outside the road allowance once all servicing costs have been paid.

PS:jk
Attach.


PLAN OF SURVEY OF
PART OF LOT 9 – CONCESSION 8
GEOGRAPHIC TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON – WENTWORTH
SCALE 1:400
P. J. SHEEHY O. L. S.
1991
PLAN 62R–11934
REGISTERED AND DEPOSITED
1991 NO. 02
DATE
C. Olenoki DEPUTY
LAND REGISTRAR FOR THE LAND TITLES DIVISION OF WENTWORTH (No 62)
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT
SEPT. 30, 91
DATE
MAURIZIO TARLI
PART 1 – PART OF PARCEL 9-4, SECTION BAR 8(c)
Regional Road no 116
STONE CHURCH ROAD EAST
BEAVERTON DRIVE
BUTLER DRIVE
ACADIA DRIVE
PART 1 PLAN 62R–9690
PART 1 PLAN 62R–11842
PARCEL 9-1, SECTION BAR 8(c)
0.305
L O T 9
PART 1
CONCESSION 8
PARCEL 9-3, SECTION BAR 8(c)
PLAN 62R–11920
81.40 N 18° 26' E
81.40 N 18° 26' E
0.305
N 71°32'W
PART 2 PLAN 62R–11920
PART 3 PLAN 62R–10810
PART 4 PLAN 62R–10810
PART 5 PLAN 62R–10810
PART 3 PLAN 62R–11920
PART 4 PLAN 62R–11920
REGIONAL ROAD No 164
(ORIGINAL ROAD ALLOWANCE BETWEEN TOWNSHIP LOTS 8 AND 9)
UPPER SHERMAN AVENUE
Geographic Township of Barton
LEGEND
SURVEYOR'S CERTIFICATE:
METRIC:
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
CAUTION
A. J. Clarke and Associates Ltd.
ONTARIO LAND SURVEYORS & CONSULTING ENGINEERS

7.5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 8
S707-73 M. J. Inrig

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Harbottle Estates - Phase 1, Hamilton
Opening of City Lands as Public Roadway by By-Law

RECOMMENDATION:

That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Part 1 of a Reference Plan prepared by Kin Lau, O.L.S. as part of the Harbottle Court road allowance in order to provide access from Chesely Street to Harbottle Estates - Phase 1 subdivision.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs associated with the above recommendation other than incidental staff time costs.

BACKGROUND:

The City of Hamilton owns lands on the west side of Chesely Street known as Lot 25 of Registered Plan 947. According to the approved Gourley Neighbourhood Plan part of the lands of Lot 25 are designated as a future City roadway which is to provide access from Chesely Street to two future subdivisions (Orchard Park Estates Addition and Harbottle Estates - Phase 1).

Cont'd...

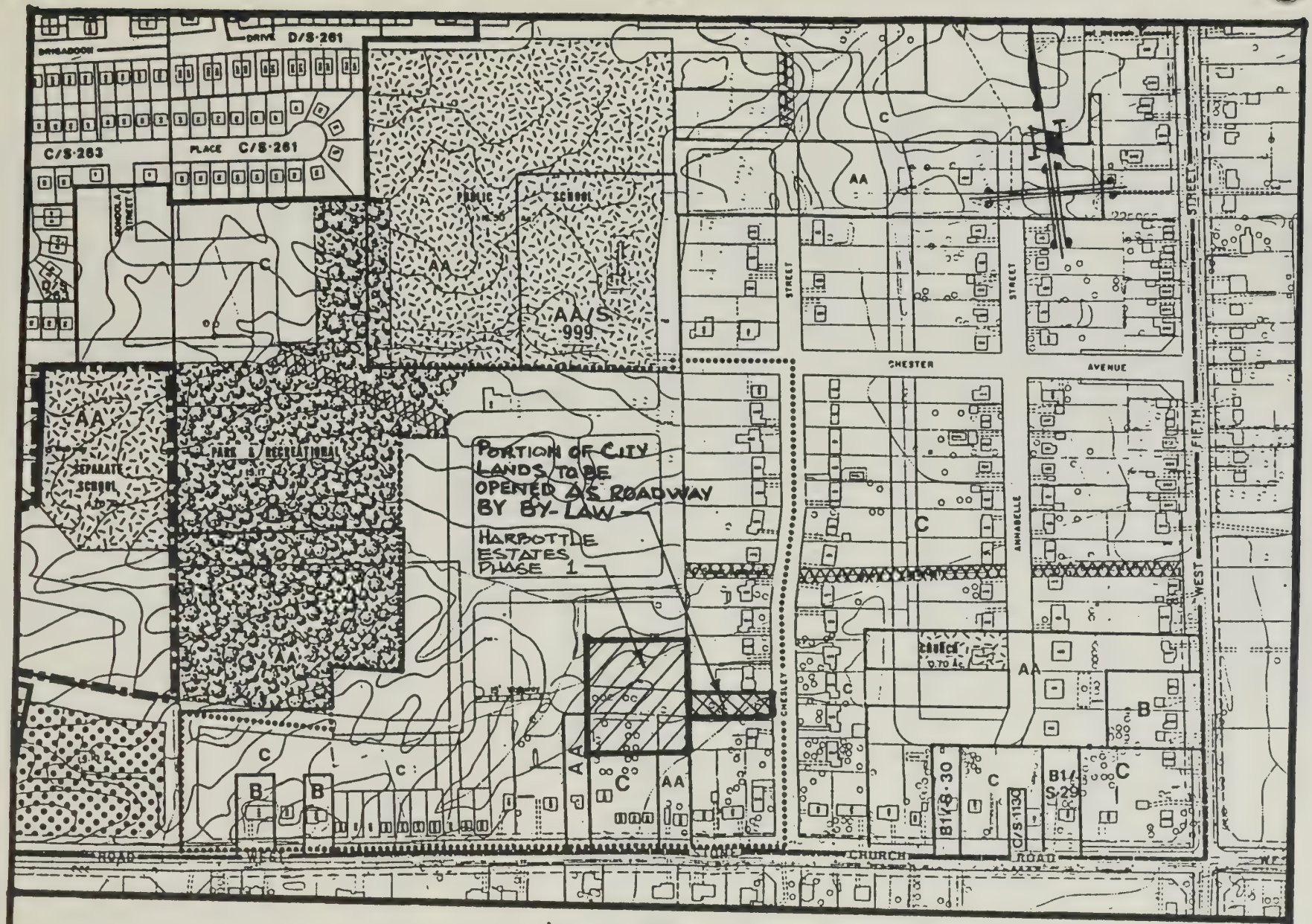
Harbottle Estates - Phase 1, Hamilton
Opening of City Lands as Public Roadway by By-Law

Cont'd...

The Owner of Harbottle Estates - Phase 1 will be registering his subdivision in the near future and it will be necessary for the City to establish 20.0 m on the north side of Lot 25 as a public roadway. The remaining lands of Lot 25, beyond the 20.0 m required by the road will be retained by the City on the south side as surplus lands and later sold to the adjacent land owner when he develops his property.

MJI:kk
Attach.

cc: P. Noe-Johnson, City Law Department
cc: K. Lau, Survey Section, Engineering Department



KEY PLAN

N.T.S.

GOURLEY

APPROVED PLAN

8.1 (i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Cathcart Street between Rebecca Street and Wilson Street - Parking Regulations. [TEC-235-91]

RECOMMENDATION:

a) That parking be prohibited on the west side of Cathcart Street between Rebecca Street and Wilson Street; and

b) That the existing "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the east side of Cathcart Street which commences at Wilson Street and extends to a point 91 feet southerly, be extended to Rebecca Street; and

c) That the City Traffic By-law 89-72 amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

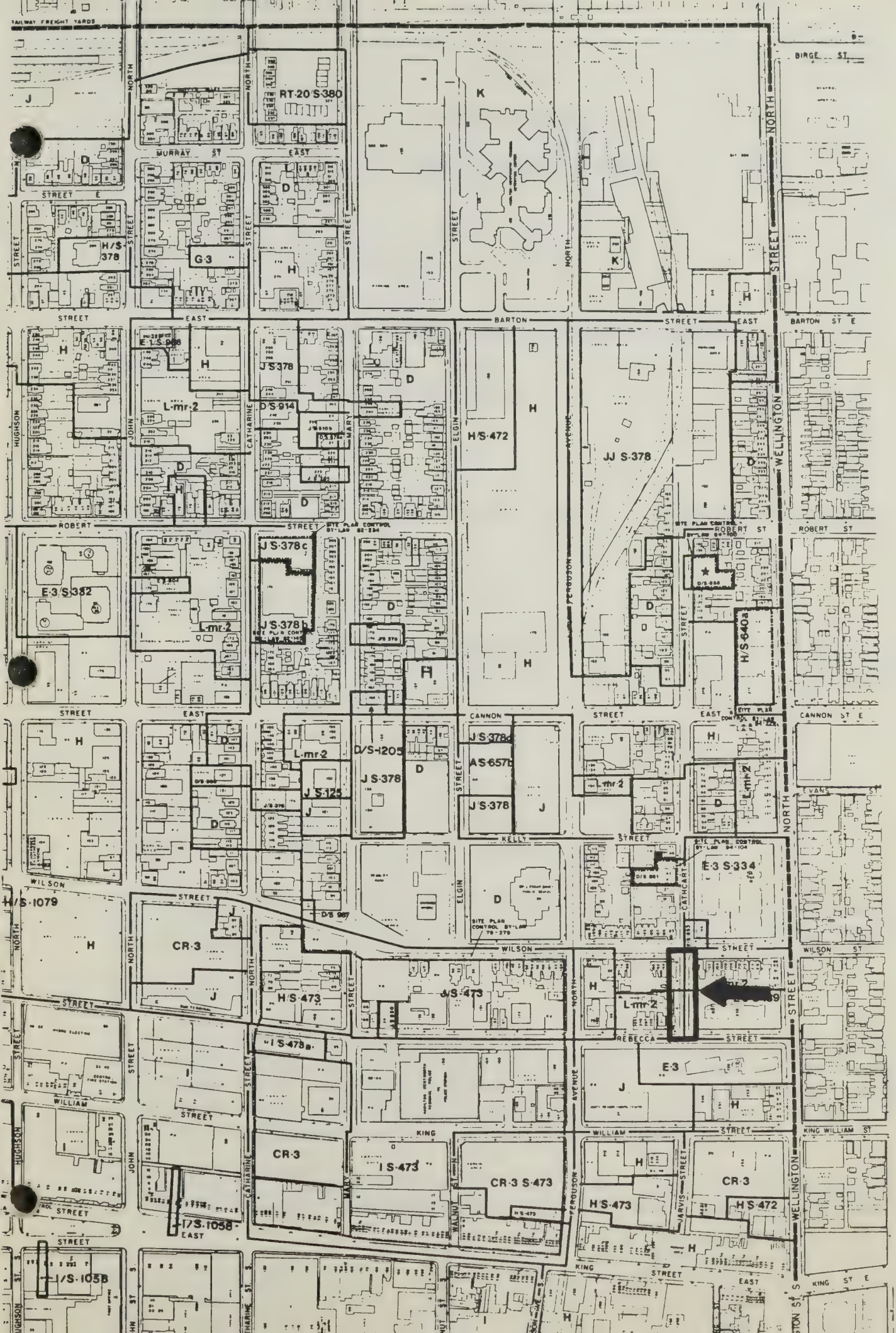
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bill McCulloch has advised of concerns regarding street maintenance and long-term non-resident parking on Cathcart between Rebecca and Wilson.

Cathcart has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for a "No Stopping" driveway clearance on the east side in the middle of the block and three "One Hour Parking Time Limit" spaces on the east side immediately south of Wilson. Alderman McCulloch suggested that a "No Parking" regulation be implemented on the west side of the street and that the existing 91 foot "One Hour Parking Time Limit" regulation on the east side, immediately south of Wilson, be extended to Rebecca.

There are four abutting one, two and three family dwellings in this block and the Traffic Department has only been able to contact one of these residents. This resident is in favour of the proposed regulations. However, since Alderman McCulloch has advised that he wishes to initiate these changes to the existing parking regulations, the Traffic Department has no objection to this request.


RAILWAY FREIGHT YARDS
BIRGE ST
BARTON ST E
ROBERT ST
CANNON ST E
VANS
WILSON ST
KING WILLIAM ST
KING ST E
NORTH
EAST
STREET
AVENUE
MURRAY ST
BARTON
ROBERT
CANNON
KELLY
WILSON
REBECCA
WILLIAM
KING
HUGHSON
JOHN
CATHARINE
MARY
ELGIN
FERGUSON
WALNUT
JARVIS
WELLINGTON
CATHCART
RT-20 S-380
H/S 378
G-3
H/S-472
JJ S-378
H/S-640a
E-3 S-382
J S-378c
J S-378b
L-mr-2
D/S-914
D/S-1205
J S-378
J S-125
A S-657b
J S-378
E-3 S-334
H/S-1079
CR-3
H/S-473
J S-473
I S-473a
I S-473
CR-3 S-473
I/S-1058
I/S-1058
E-3

8.1(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 3rd Street between McElroy Road and Wembley Road - Parking Regulations. [TEC-237-91]

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of West 3rd Street between McElroy Road and Wembley Road; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

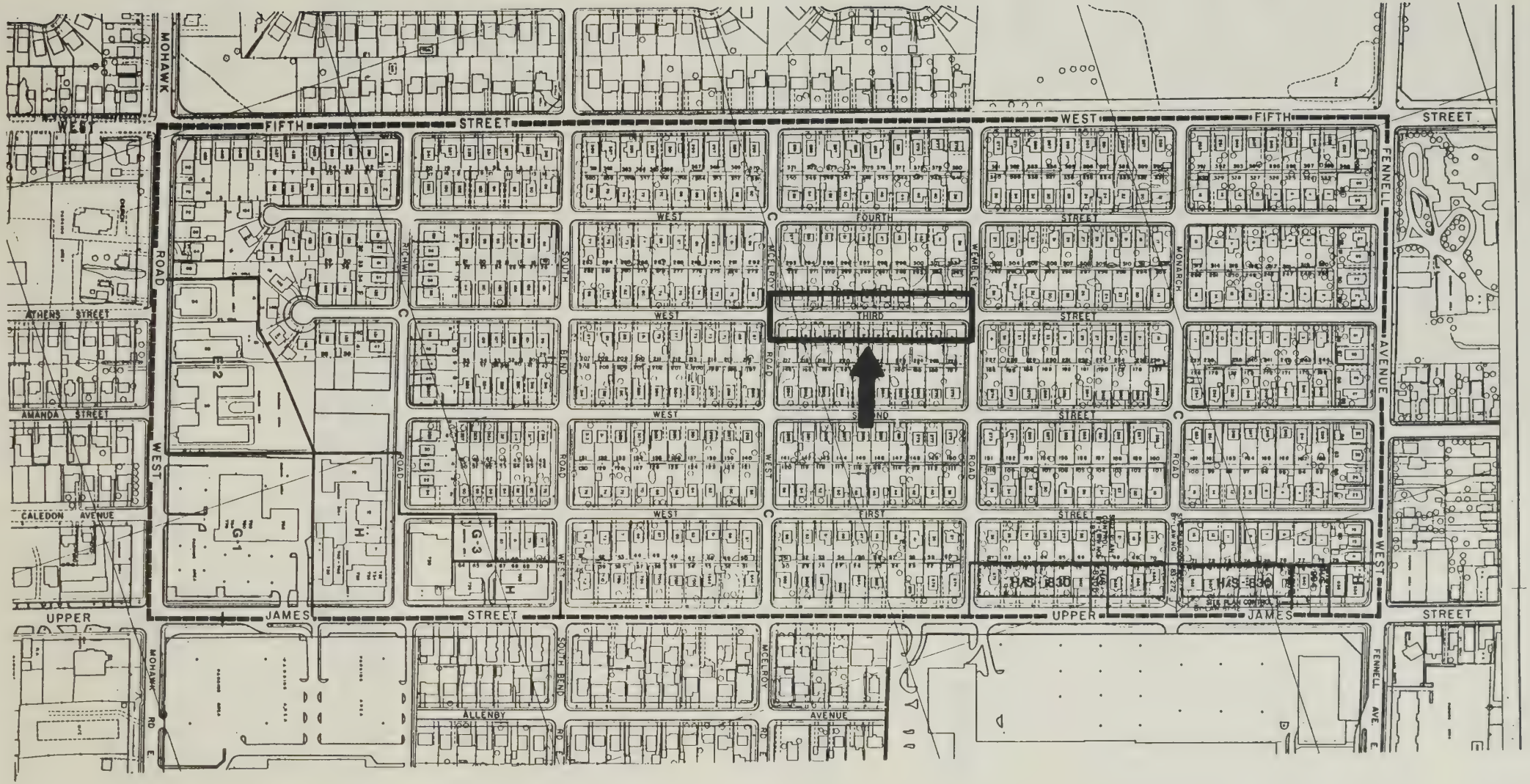
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 23 one, two and three family dwellings abutting West 3rd between McElroy and Wembley, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of the street in this block. All 16 residents who signed the petition are in favour of the requested regulation.

West 3rd has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this block.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 70% of the abutting residents are in favour of the request regulation, the Traffic Department concurs with the request.


MOHAWK
WEST
FIFTH
STREET
FOURTH
THIRD
SECOND
FIRST
FENNELL
AVENUE
ATHENS
AMANDA
CALEDON
UPPER
JAMES
ALLENBY
SOUTH
BEND
ROAD
MCILROY
MONARCH
HAS-830
E-2
G-1
G-3
H

8.1(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 3

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

San Paulo Drive between San Pedro Drive and the north end - parking regulations. **(TEC-231-91)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of San Paulo Drive between San Pedro Drive and the north end; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 charge for each parking permit will off set the cost to some degree.

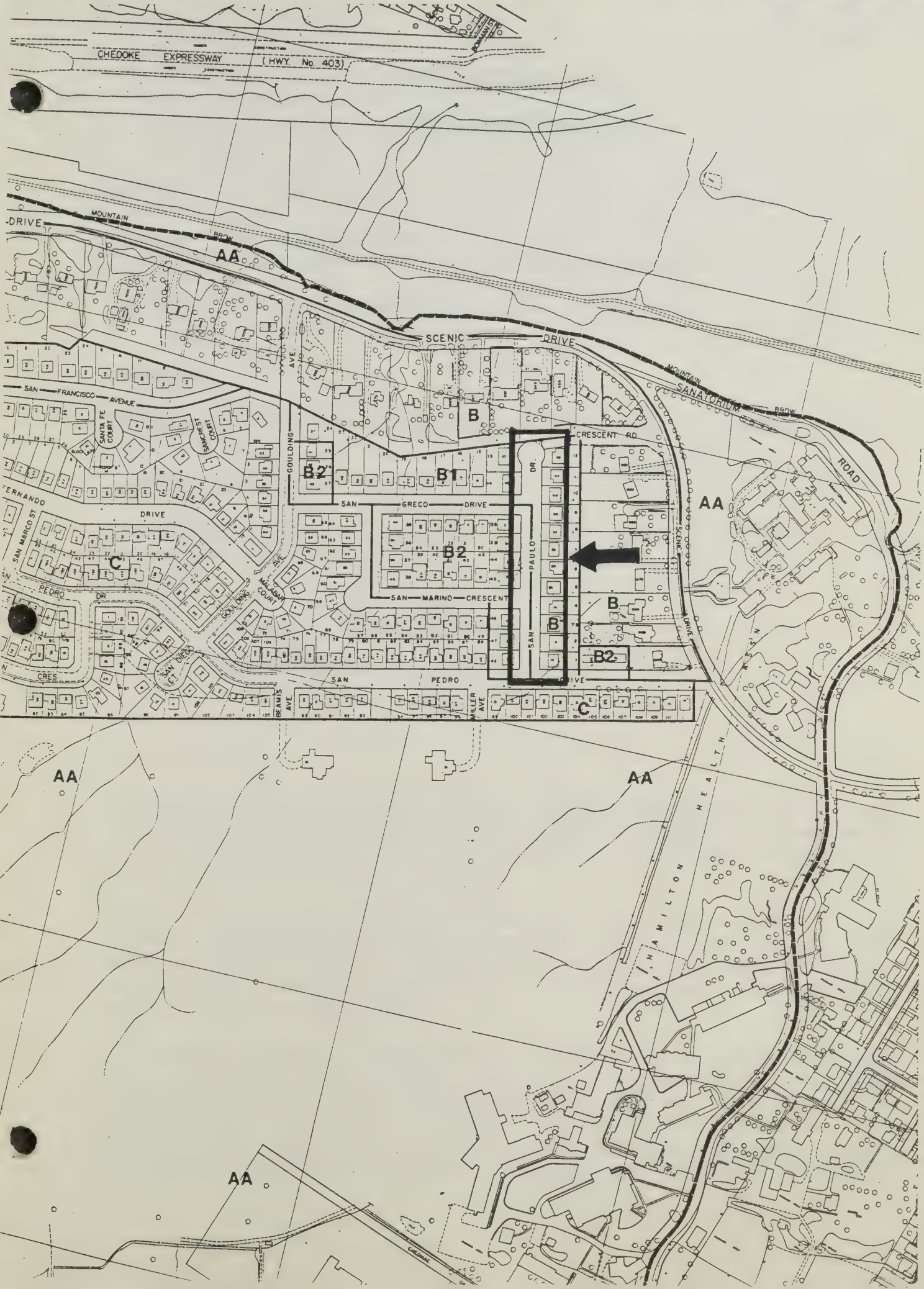
BACKGROUND:

Alderman Tom Murray has forwarded a petition signed by representatives of 18 of the 21 one, two and three family dwellings abutting San Paulo between San Pedro and the north

end requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. All 18 residents who signed the petition are in favour of the requested regulation.

San Paulo has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The implementation of the requested regulation would eliminate long-term non-resident parking by employees of and visitors to Chedoke Hospital and area residents would be entitled to purchase permits at a charge of $24.00 per year per permit to exempt their vehicles from the signed time limit. Therefore, since 86 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


CHEDOKE EXPRESSWAY (HWY. No. 403)
MOUNTAIN BROW
AA
SCENIC DRIVE
MOUNTAIN SANATORIUM ROAD
SAN FRANCISCO AVENUE
SANTA FE COURT
SANCREST COURT
GOULDING AVE.
B
B2
B1
CRESCENT RD.
SAN GRECO DRIVE
SAN MARINO CRESCENT
SAN PAULO DR.
SAN MARCO ST
DRIVE
C
PEDRO DR
MALAGAR COURT
SAN DIEGO CRES
SAN PEDRO DRIVE
BEAMIS AVE
MILLER AVE
HAMILTON HEALTH

8.1(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Greenhill Avenue between Vienna Street and Pavarotti Court - Parking Prohibition. (TEC-229-91)

RECOMMENDATION:

That no action be taken on the request to allow parking on Greenhill Avenue between Vienna Street and Pavarotti Court.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

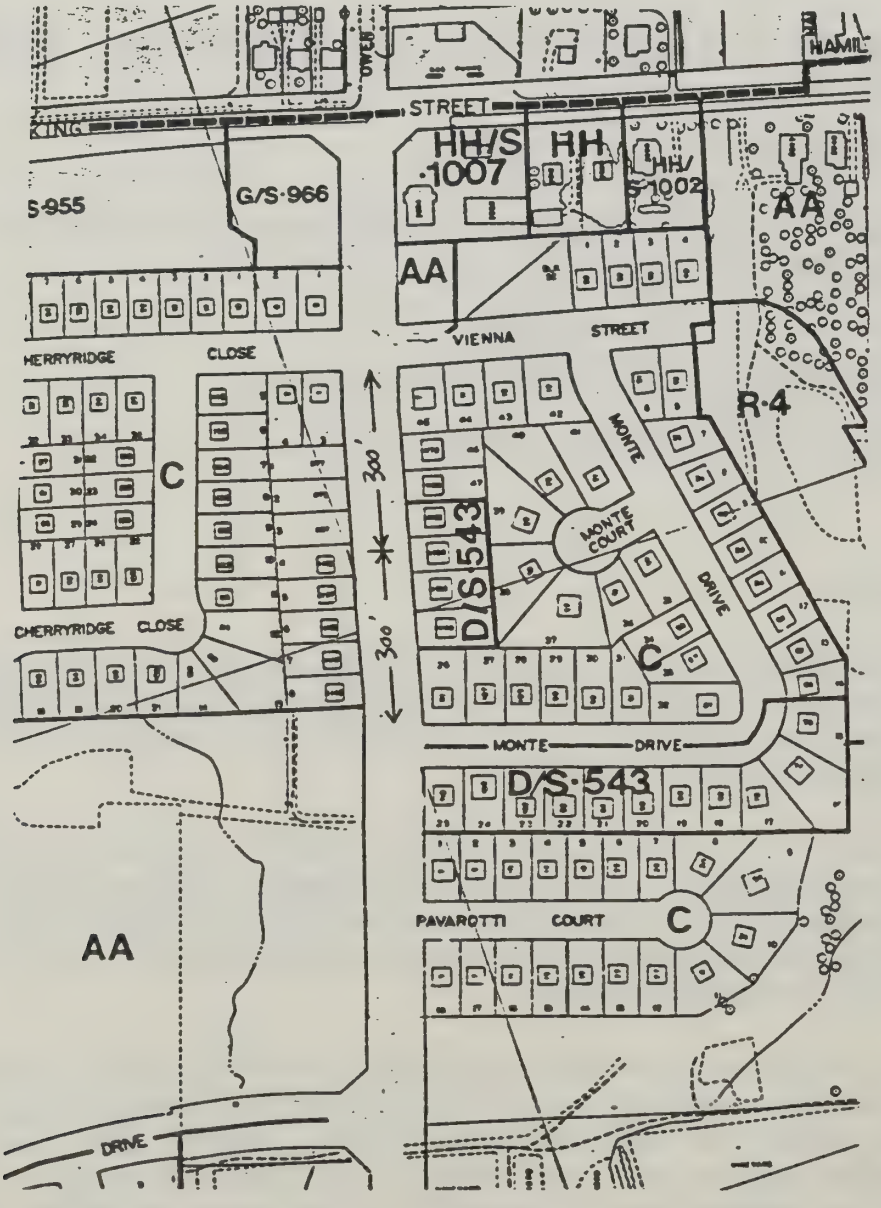
BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to investigate and report to the Transport and Environment Committee respecting the feasibility of allowing parking after 6:00 p.m., Monday to Friday and on weekends on Greenhill Avenue between Vienna Street and Pavarotti Court.

Greenhill Avenue is an arterial street which is vital to the proper accessibility to three residential neighbourhoods, and carries approximately 6800 vehicles per day. While parking is allowed during non-rush hours on Greenhill to the south of the railway tracks, the Traffic Department does not support allowing additional parking on Greenhill, and the principle reason is related to safety.

It has been found that the removal of parking from arterial streets reduces the collision rate by 30 to 40% and this is especially important for pedestrian crossings. When parking is permitted, pedestrians and particularly children, tend to step out or run out from between parked vehicles and to be involved in collisions with motor vehicles. Thus, allowing parking on this section of Greenhill would be counter-productive in terms of safety to motorists and pedestrians alike and the Traffic Department cannot support this request.

All of the 14 residential properties fronting on Greenhill between Vienna and Pavarotti have driveways which can accommodate several vehicles (4 driveways have 4 spaces, and 10 driveways have 5 spaces). Many of these driveways could be widened to provide additional off-street spaces. Thus, the off-street parking presently provided on the residential properties is adequate for single family parking and the only overflow which might occur would be visitor parking from time to time. Parking is allowed on the adjacent residential streets, and as shown below, the maximum walking distance to convenient side street parking would be only 300 feet. Therefore, while parking on Greenhill would be more convenient, the area residents should not be experiencing any parking difficulties whatsoever, and for safety reasons it is recommended that the existing parking prohibition be retained.



8.1(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 16

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East Side of East 25th Street between Franklin Road and Darcy Court - Parking Regulations (TEC-244-91)

RECOMMENDATION:

a) That the By-law entry for the implementation of a "No Stopping; 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the east side of East 25th Street between Franklin Road and a point 90 feet southerly therefrom be rescinded; and

b) That a "Permit Parking" regulation be implemented on the east side of East 25th Street between Franklin Road and Darcy Court; and

c) That a "No Stopping" regulation be implemented on the east side of East 25th Street commencing at Franklin Road and extending to a point 50 feet southerly therefrom; and

d) That the City Traffic By-law 89-72 be amended accordingly; and

e) That the Director of Traffic Services be authorized to issue upon request, one parking permit to each of the five abutting residents of East 25th Street between Franklin Road and Darcy Court.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a

potential for $60.00 in revenue each year from the sale of parking permits which will offset the cost to some degree.

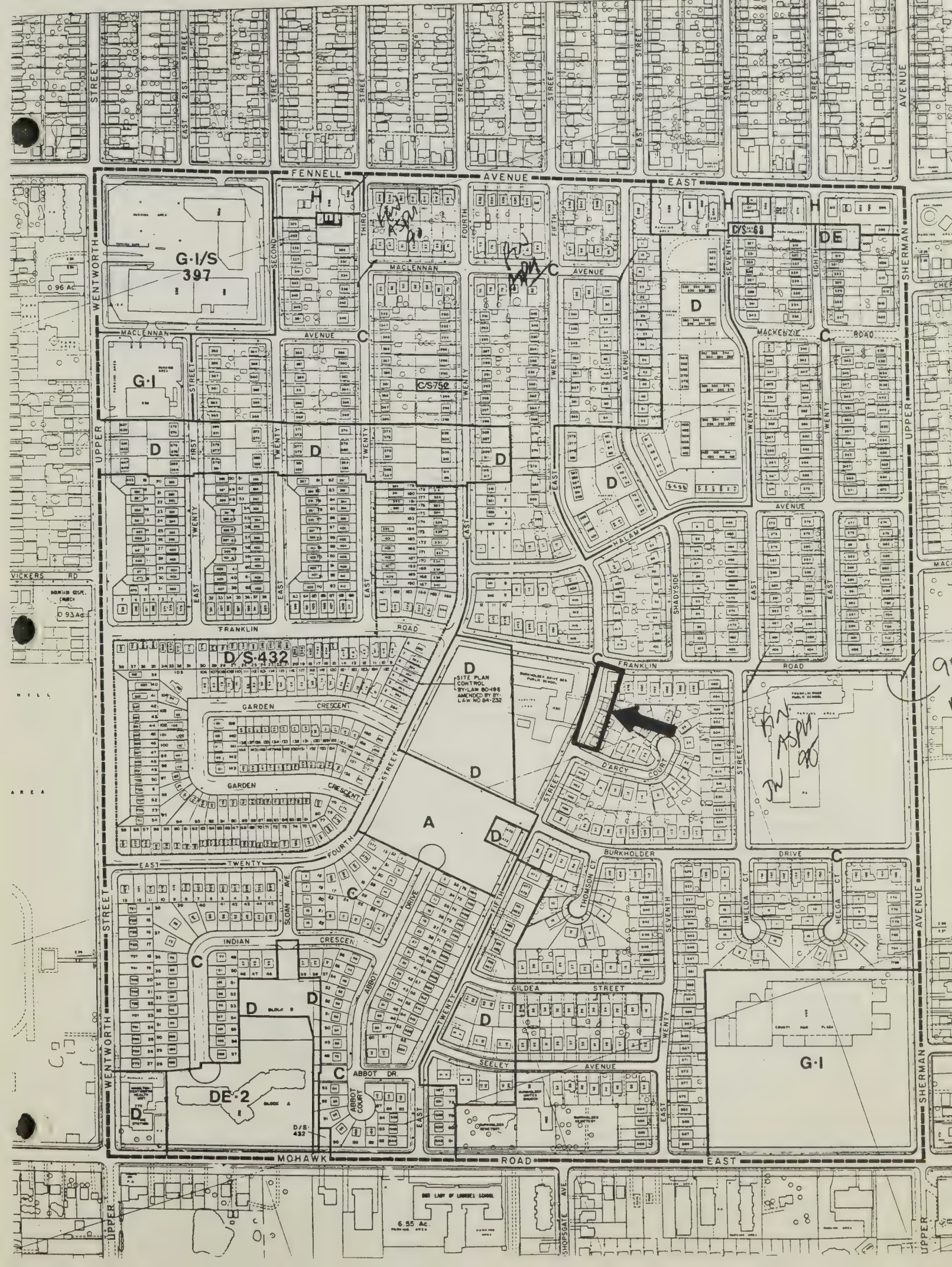
BACKGROUND:

City Council at its meeting 1991 July 30, approved a recommendation to implement a 90 foot corner clearance on the east side of East 25th, south of Franklin. However, prior to erecting the necessary signs, Alderman Henry Merling received concerns from residents of East 25th in this area. Alderman Merling has advised that the five abutting residents are requesting that a "Permit Parking" regulation be implemented on the east side of East 25th between Franklin and Darcy and that the recently approved corner clearance not be implemented.

East 25th has a 28 foot pavement width, and presently there is unrestricted free parking on the east side and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of the street in this area.

Alderman Merling has advised that when teachers from Burkholder Middle School park their vehicles on the east side of the street and school buses are loading and unloading children on the west side of the street opposite the resident's homes, the traffic flow is restricted and turning movements at the intersection of East 25th and Franklin are difficult.

The Traffic Department concurs with the request for a "Permit Parking" regulation since it is apparent that the demand for permits will not exceed the number of legal on street parking spaces. However, the Traffic Department also recommends that a 50 foot "No Stopping" corner clearance be maintained to improve turning movements at the intersection.


FENNELL AVENUE EAST
MACLENNAN AVENUE
MACKENZIE ROAD
FRANKLIN ROAD
GARDEN CRESCENT
INDIAN CRESCENT
BURKHOLDER DRIVE
D'ARCY COURT
GILDEA STREET
SEELEY AVENUE
ABBOT DR
ABBOT COURT
MOHAWK ROAD EAST
WENTWORTH STREET
UPPER SHERMAN AVENUE
G-I/S 397
G-I
D/S-432
DE-2
C/S-752
C/S-68
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO 84-232
OUR LADY OF LOURDES SCHOOL
6.55 Ac
0.96 Ac
0.93 Ac

8(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 16

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Millen Avenue between Brucedale Avenue and Empress Avenue (TEC-245-91)

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Millen Avenue between Brucedale Avenue and Empress Avenue be removed; and

b) That parking be prohibited on the west side of Millen Avenue between Brucedale Avenue and Empress Avenue; and

c) That a "Permit Parking" regulation be implemented on the east side of Millen Avenue between Brucedale Avenue and Empress Avenue; and

d) That the City Traffic By-law 89-72 be amended accordingly; and

e) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to the residents of Nos. 15, 16, 20, 23, 24, 28, and 32 Millen Avenue, and two permits to the residents of Nos. 8, 11, 12 and 19 Millen Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $180.00 in revenue each year from the sale of parking permits which will off-set the cost to some degree.

BACKGROUND:

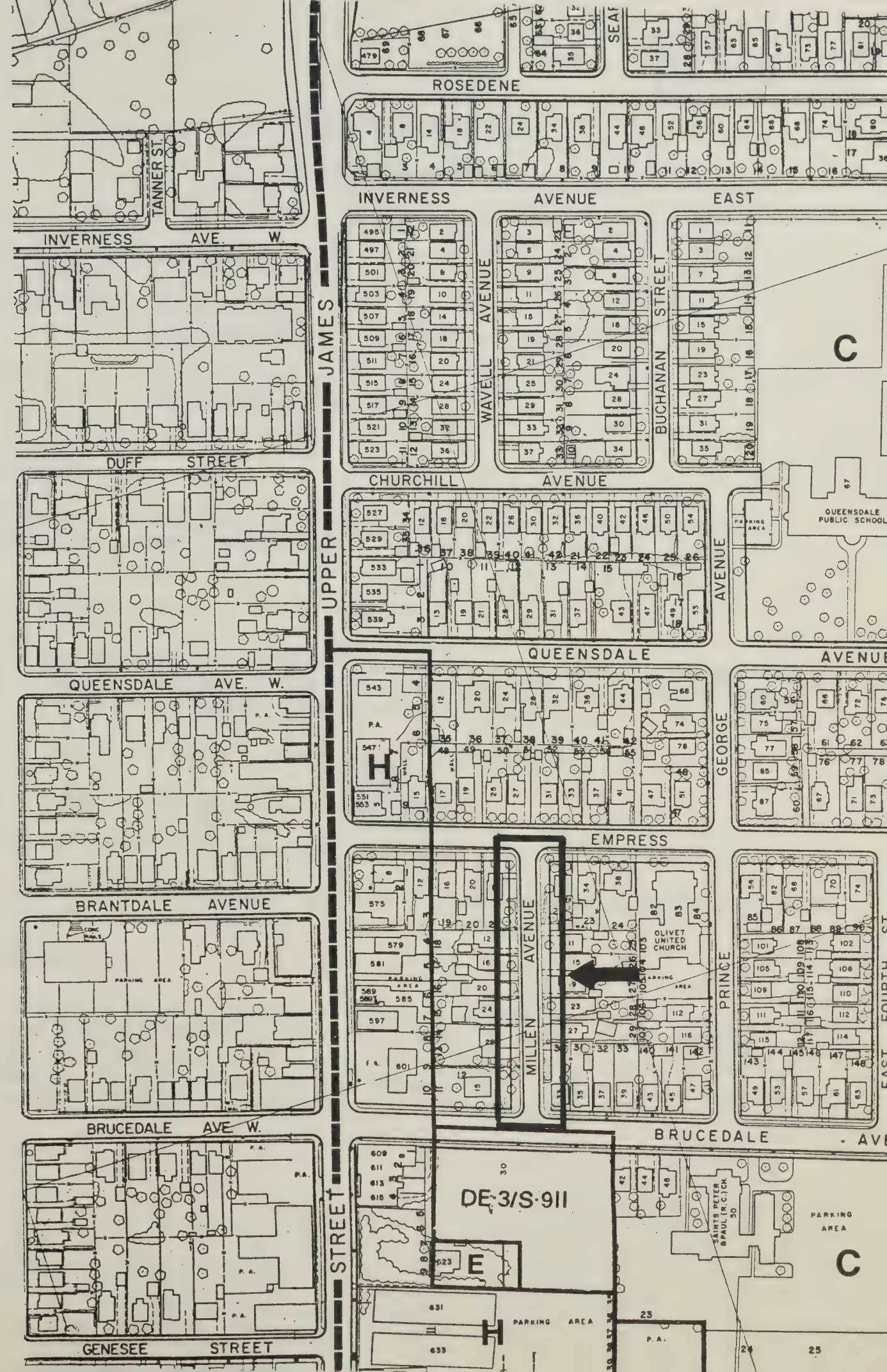
Alderman Henry Merling has forwarded a sufficiently signed petition to the Traffic

Department requesting that a "Permit Parking" regulation be implemented on Millen between Brucedale and Millen.

Millen has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street. An investigation has revealed that there are 14 legal on-street parking spaces on the east side and 13 on the west side of the street. It was indicated on the petition that a total of 15 permits would be required by all of the 14 abutting residents.

Although there is one more permit being requested than there are legal on-street parking spaces, many of the residents have advised that they will only park on the street when they have visitors. Therefore, since the demand for permits exceeds the number of on-street parking spaces by only one and since all of the abutting residents have two or more off-street parking spaces available, the Traffic Department does not anticipate any parking difficulties for residents of Millen, and concurs with the request.

In order to maximize the number of legal on-street parking spaces, it is necessary to remove the "Alternate Side Parking" regulation and to allow parking on the east side of the street at all times.


ROSEDENE
INVERNESS AVENUE EAST
TANNER ST.
INVERNESS AVE. W.
JAMES
UPPER
WAVELL AVENUE
BUCHANAN STREET
C
DUFF STREET
CHURCHILL AVENUE
QUEENSDALE PUBLIC SCHOOL
QUEENSDALE AVE. W.
QUEENSDALE AVENUE
H
GEORGE
EMPRESS
BRANTDALE AVENUE
OLIVET UNITED CHURCH
MILLEN AVENUE
PRINCE
BRUCEDALE AVE. W.
BRUCEDALE
DE-3/S-911
E
SAINTS PETER & PAUL (R.C.) CH.
PARKING AREA
GENESEE STREET
STREET

8.1(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 27

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

428 Dundurn Street South - Removal of a Reserved Permit Parking Regulation for a Handicapped Resident. [TEC-223-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Dundurn Street South, commencing at a point 86 feet north of Glenside Avenue and extending to a point 21 feet northerly therefrom, be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

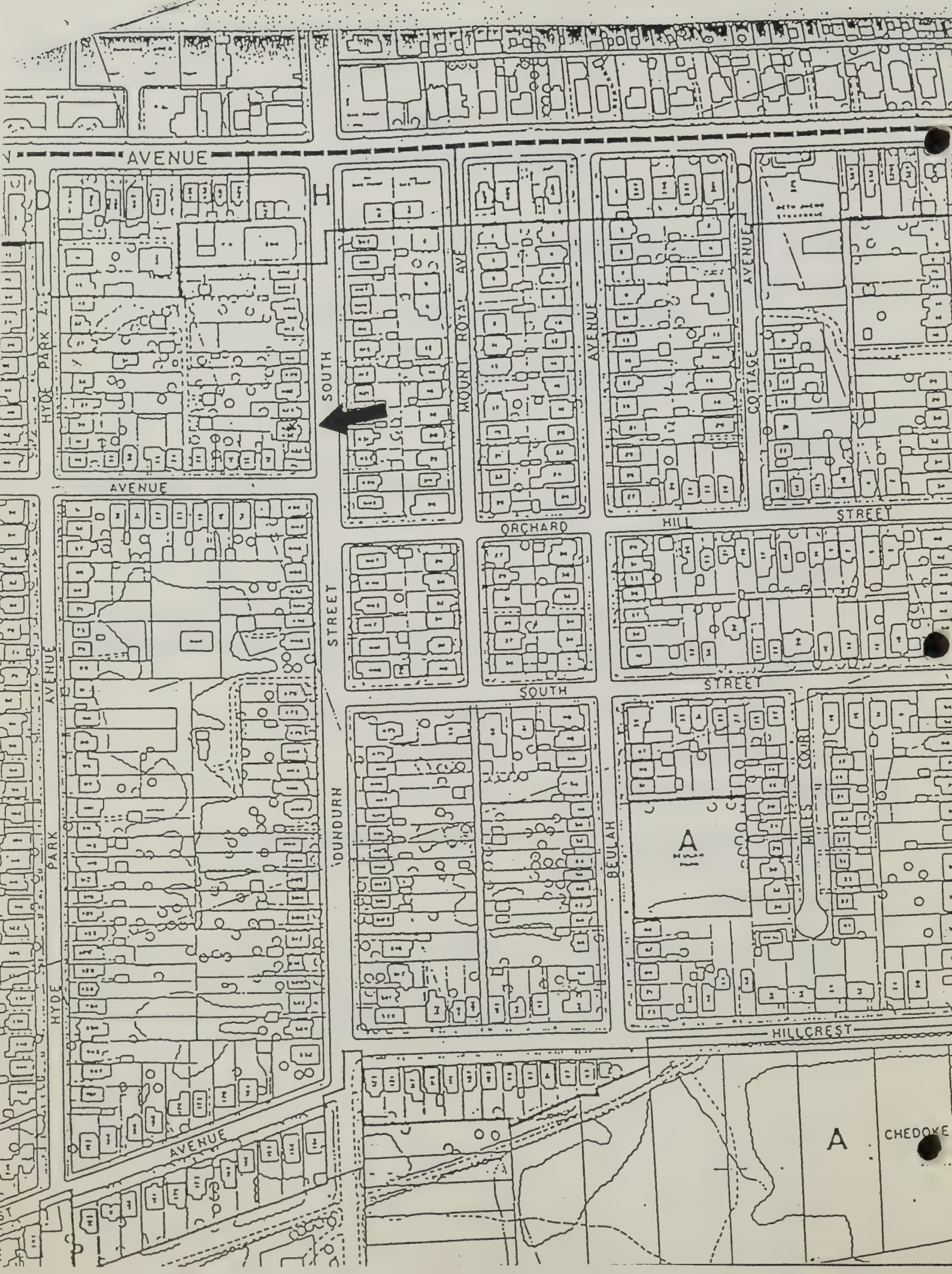
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

City Council at its meeting held 1989 February 28, approved a request to implement a reserved "Permit Parking" regulation in front of 428 Dundurn Street South since the resident was handicapped. However, Mr. Dean recently contacted the Traffic Department to advise that his wife has passed away and requested that the "Permit Parking" regulation be removed. Therefore, the Traffic Department concurs with the request.


AVENUE
HYDE PARK
AVENUE
SOUTH
AVENUE
MOUNT ROYAL AVE
AVENUE
COTTAGE
AVENUE
ORCHARD
HILL
STREET
STREET
SOUTH
STREET
DUNDURN
BEULAH
MILES
COURT
A
HILLCREST
A
CHEDOKE
HYDE
PARK
AVENUE
AVENUE

8.1(viii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 30

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 112 Ray Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident. [TEC-226-91]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Ray Street North, commencing at a point 51 feet south of York Boulevard and extending to a point 24 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Steve Doekstator, 112 Ray Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Steve Doekstator, 112 Ray Street North, that a reserved "Permit Parking" regulation be implemented on Ray since he is handicapped.

Ray has a 23 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area. Mr. Doekstator resides on the east side of the street where parking is prohibited. However, the resident at No. 117 Ray Street North has agreed to allow the necessary signs to be erected in front of her home.

The City Council on 1987 December 08, approved a policy to allow for the implementation of reserved "Permit Parking" spaces in front of handicapped residents' homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that the applicant possesses a valid handicapped permit. An investigation has revealed that there is no off-street parking available on the private property. Therefore, the Traffic Department concurs with the request.



S·569
K
E
TECUMSEH STREET
NORTH STREET
BARTON STREET WEST
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-107
A/S·569
D
KINNELL ST
SITE PLAN CONTROL BY-LAW 81-025
Lmr·2
Lmr·2 S·717
H/S·743
H/S·745
H/S·481
H/S·506
H/S·863
H/S·603
A/S·450
YORK BOULEVARD
H/S·608
H/S·630
H/S·641
H/S·555
D/S·450
H/S·700a&b
SITE PLAN CONTROL BY-LAW 80-120
E/S·481c
H/S·520
H/S·4·81
E/S·481
E·3/S·138
D/S·450 & S·1043
LITTLE GREG ST.
GREIG
OXFORD
BAY
MAGILL
CROOKS
LOCKE
DEVONPORT
TOM STREET
INCHBURY
E·3/S·366
SITE PLAN CONTROL BY-LAW 80-082
FLORENCE STREET
H/S·881
E/S·450
H/S·745
D/S·450
E·3/S·333
AVENUE
STRATHCONA
A
LAMOREAUX STREET
PETER STREET
NAPIER
DUNDURN
HEAD STREET
PEEL STREET
WELLESLEY ST
PEARL
MORDEN STREET
J
MARKET STREET
H
KING STREET WEST
G·3/S·898
H/S·1019
CR·2
G·3
EDISON ST
HENRY ST
NEW STREET
MARGARET
H/S·885
GEORGE
SOUTH
NELSON STREET
H/S·935
D/S·614
QUEEN STREET SOUTH
QUEEN STREET NORTH
MAIN STREET WEST

8.1(ix)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 3

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South Side of Dover Drive, west of Greenford Drive - Request for School Bus Loading Zone. [TEC-230-91]

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Dover Drive commencing at a point 94 feet west of Greenford Drive and extending to a point 40 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

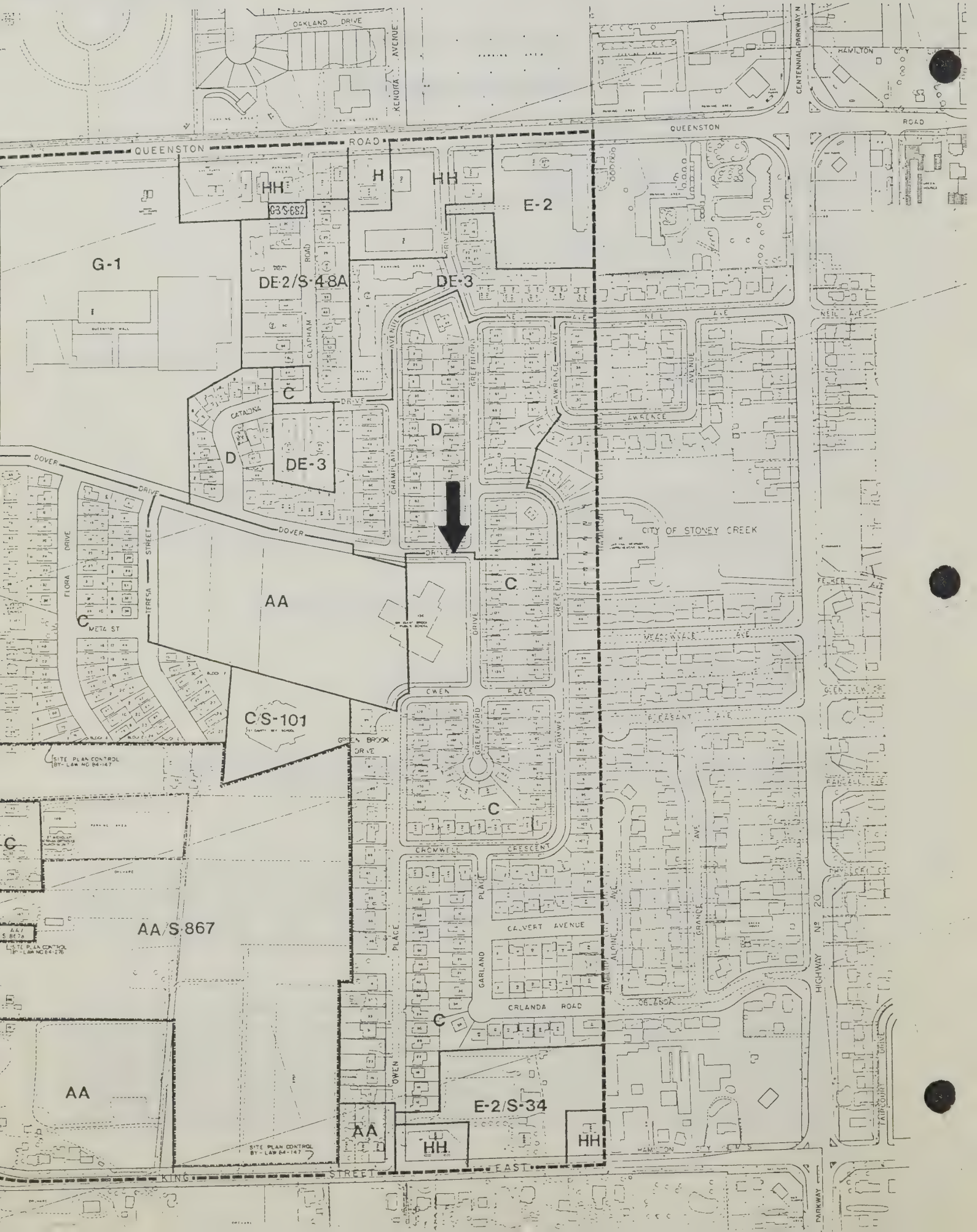
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from the Board of Education for the City of Hamilton requesting that a school bus loading zone be implemented on the south side of Dover, west of Greenford, to accommodate one school bus. Presently, parking is prohibited at all times on the south side of the street and on the north side from 8:00 a.m. to 4:00 p.m., Monday to Friday.

Although the school buses are permitted to stop to load and unload in the "No Parking" area adjacent to the school, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place at Sir Isaac Brock School, the Traffic Department concurs with the request.


QUEENSTON ROAD
OAKLAND DRIVE
KENORA AVENUE
CENTENNIAL PARKWAY N
HAMILTON
HH
H
HH
E-2
G-1
DE-2/S-48A
DE-3
CLAPHAM ROAD
C
CATALINA DRIVE
D
DE-3
CHAMPLAIN AVENUE
GREENFIELD AVE
LAWRENCE AVE
NEIL AVE
DOVER DRIVE
FLORA DRIVE
TERESA STREET
META ST
AA
C/S-101
CITY OF STONEY CREEK
OWEN PLACE
GREENFORD CRESCENT
CROMWELL CRESCENT
GREEN BROOK DRIVE
SITE PLAN CONTROL BY-LAW NO 84-147
AA/S-867
GARLAND PLACE
CALVERT AVENUE
ALPINE AVE
GRANDE AVE
ORLANDA ROAD
HIGHWAY No 20
E-2/S-34
AA
HH
HH
KING STREET EAST
PLEASANT AVE
FERGER AVE
FAIRCOURT DRIVE

8.1(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 02

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Lottridge Street, south of Barton Street - Removal of Parking Meter. [TEC-228-91]

RECOMMENDATION:

a) That the existing parking meter on the west side of Lottridge Street between Barton Street and a point 98 feet southerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly; and

c) That, in accordance with a general Traffic By-law provision, a "No Stopping" regulation be implemented on the west side of Lottridge Street between Barton Street and a point 130 feet southerly therefrom.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and removing the subject meter.

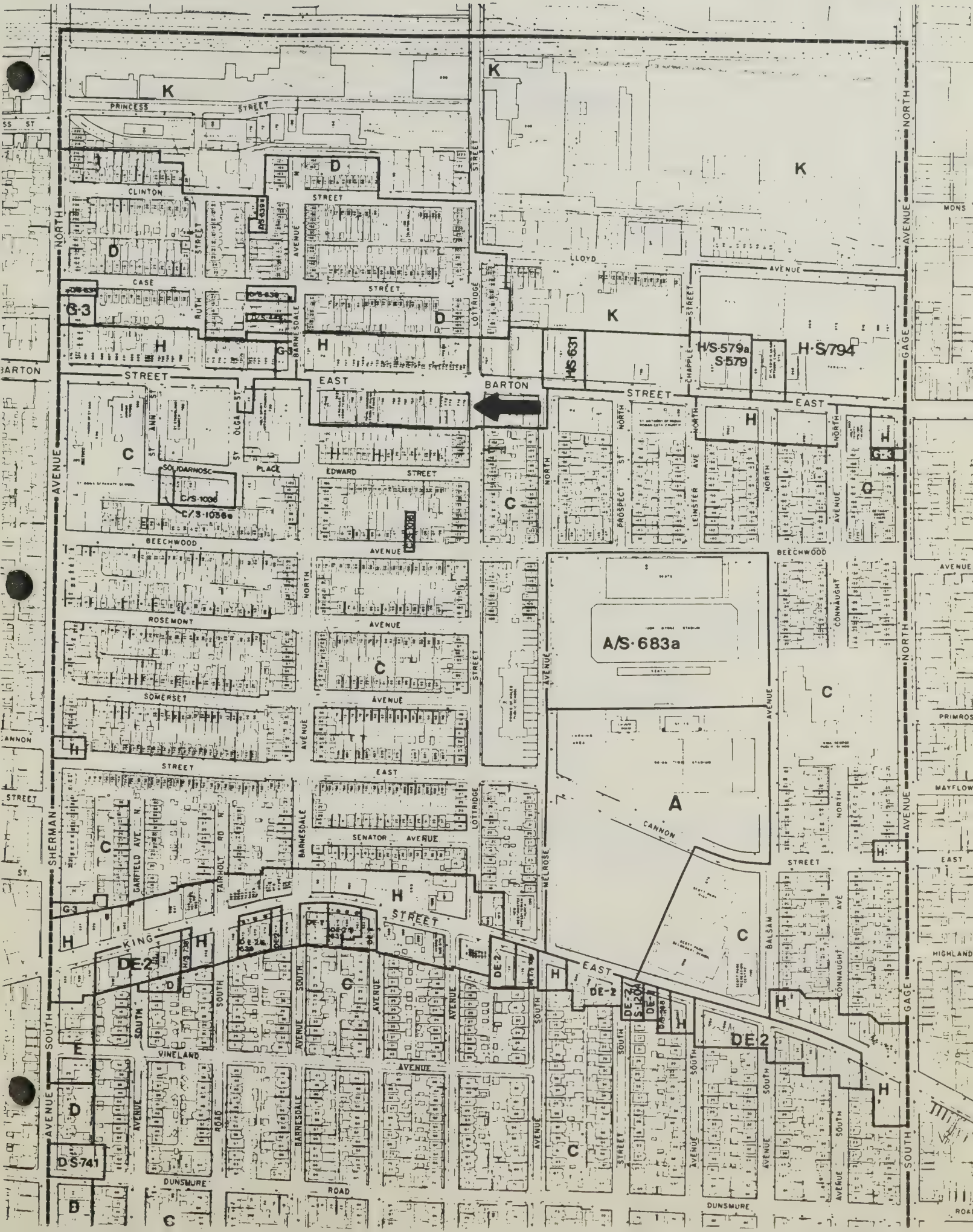
BACKGROUND:

It has recently been brought to the attention of the Traffic Department that a potentially dangerous condition exists on Lottridge, south of Barton.

Presently, there is one parking meter on the west side of Lottridge located approximately 74 feet south of Barton. There is a northbound left turning lane on Lottridge and the subject parking meter is located where the taper for the left turn storage lane begins.

When a vehicle is parked at the meter, motorists travelling southbound on Lottridge are forced to drive over the centre line and if there are more than two vehicles waiting to turn left, it is virtually impossible for a vehicle to manoeuvre between the parked vehicle and the waiting vehicles. Therefore, in order to facilitate traffic flow at this location, it would be appropriate to replace the subject parking meter with a "No Stopping" regulation.

The subject meter was installed in 1968 but records no longer indicate who requested it. However, since meters were re-installed on Barton in 1987, the Traffic Department does not anticipate any parking difficulties for customers of area businesses.


PRINCESS STREET
CLINTON STREET
CASE STREET
BARTON STREET EAST
EDWARD STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
SENATOR AVENUE
KING STREET EAST
VINELAND ROAD
DUNSMURE ROAD
LLOYD AVENUE
CANNON STREET EAST
A/S-683a
H/S-579a
S-579
H-S794
HS 631
DS-741
DE-2
DE-3
S-120
SHERMAN AVENUE SOUTH
GAGE AVENUE NORTH
OTTAWA
MONS
PRIMROS
MAYFLOW
HIGHLAND

8.2(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Graham Avenue South and Monterey Avenue - Corner Clearance.
[TEC-236-91]

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the west side of Graham Avenue South, commencing at Monterey Avenue and extending to a point 75 feet northerly therefrom; and

b) That a "No Stopping" regulation be implemented on the east side of Graham Avenue South, commencing at Monterey Avenue and extending to a point 52 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

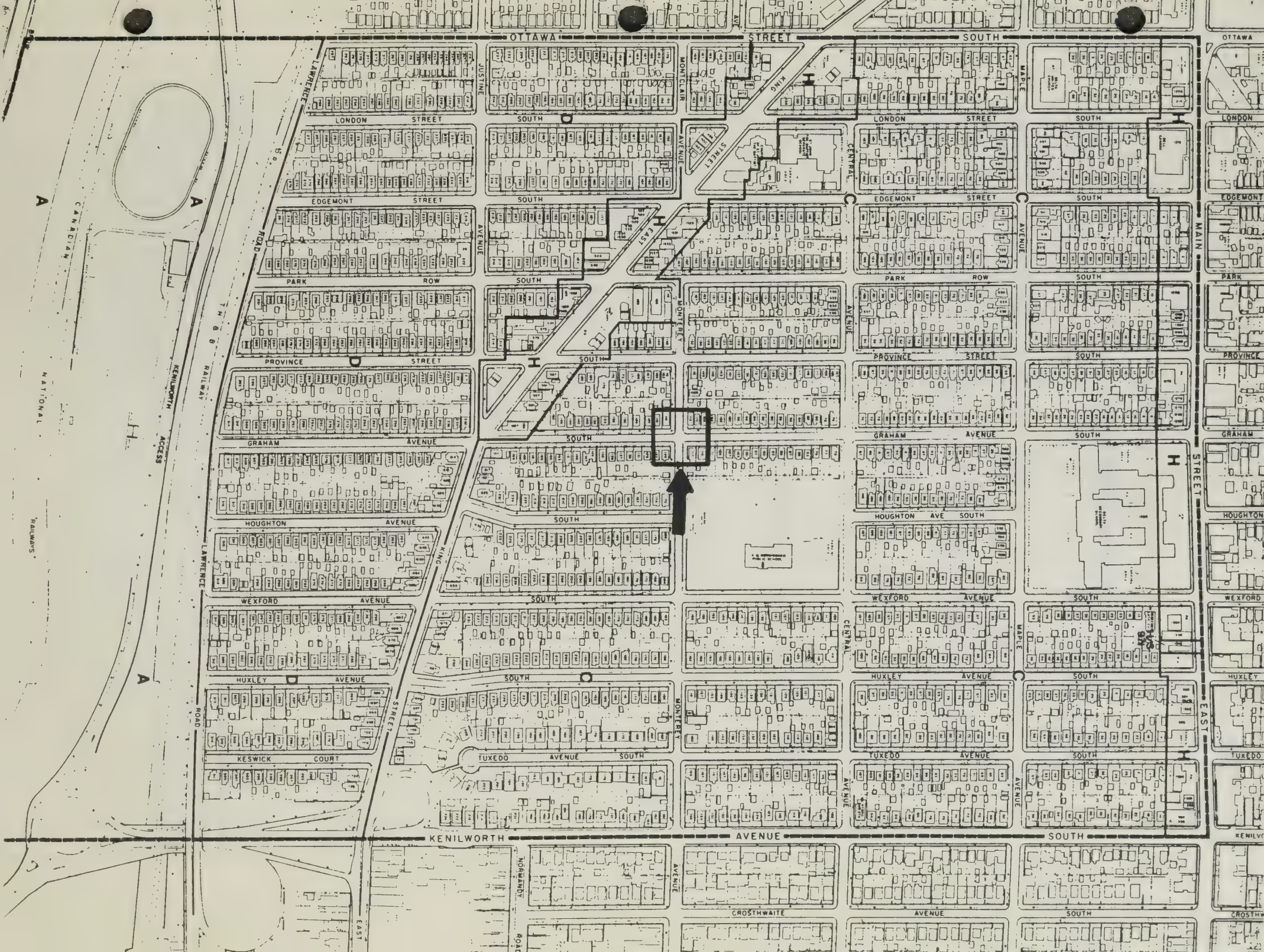
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Sherrie Palakovic, 144 Province Street South to implement corner clearances on Graham, north and south of Monterey to improve visibility for eastbound and westbound traffic on Monterey attempting to enter Graham.

Graham has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. An investigation has revealed that parked vehicles in this area do obstruct visibility to some degree, and therefore, the Traffic Department concurs with the request.

The implementation of the requested regulations will result in the loss of only two legal on-street parking spaces and the residents whose properties would abut the requested regulations have all indicated their support for the corner clearances.


OTTAWA STREET SOUTH
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVENUE
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
KESWICK COURT
KENILWORTH AVENUE SOUTH
CROSTHWAITE AVENUE
LAWRENCE ROAD
KENILWORTH ACCESS ROAD
CANADIAN NATIONAL RAILWAYS
MONTCLAIR AVENUE
KING STREET
MAPLE AVENUE
CENTRAL AVENUE EAST
MONTEREY AVENUE
MAIN STREET EAST
NORMANDY ROAD

8.2(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 7

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Duff Street, west of Upper James Street - Corner Clearance (TEC-233-91)

RECOMMENDATION:

(a) That stopping be prohibited on the north side of Duff Street between Upper James Street and a point 51 feet westerly therefrom; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

Alderman Tom Murray has asked the Traffic Department to investigate the need for a corner clearance on Duff Street, west of Upper James to facilitate turning movements at the intersection. Duff Street has a 24-foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street.

The Traffic Department concurs that, due to the narrow pavement width, a corner clearance on the north side of the street would facilitate turning movements at the intersection. All of the residential properties in the block have off-street parking provided, such that the loss of one legal on-street parking space should not create any parking difficulties for the residents. Therefore, the Traffic Department concurs with the request and recommends that stopping be prohibited on the north side of Duff Street from Upper James to a point 51 feet westerly therefrom.

JAMES MOUNTAIN RD
CLAREMONT DRIVE
INGLEWOOD DRIVE
BAY ST S
TURNER A
BULL'S LANE
ROSEDENE AVENUE
INVERNESS AVE E
CHURCHILL AVENUE
QUEENSDALE AVE E
EMPRESS AVE
BRUCEDALE AVE E
FENNELL AVE E
SOUTHAM PARK
C
DE
G3
H
PARK
INVERNESS AVENUE WEST
INVERNESS COURT
CRESCENT
BARKER AVE
TANNER ST
ARCADE
GATEVIEW DRIVE
DUFF STREET
QUEENSDALE AVE W
BRANTDALE
BRUCEDALE AVE W
GENESEE STREET
CLOVERHILL
GLENWOOD CR
ROAD
STREET
WAVELL AVE
MILLEN AVE
JAMES STREET
UPPER
WEST
FIFTH
SECOND
FENNELL AVENUE WEST
WEST FOURTH ST
WEST THIRD ST
WEST SECOND ST
WEST FIRST ST

8.2(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 7

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of East 44th Street, north of Kerr Street - Corner Clearance. [TEC-232-91]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the east side of East 44th Street commencing at Kerr Street and extending to a point 105 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

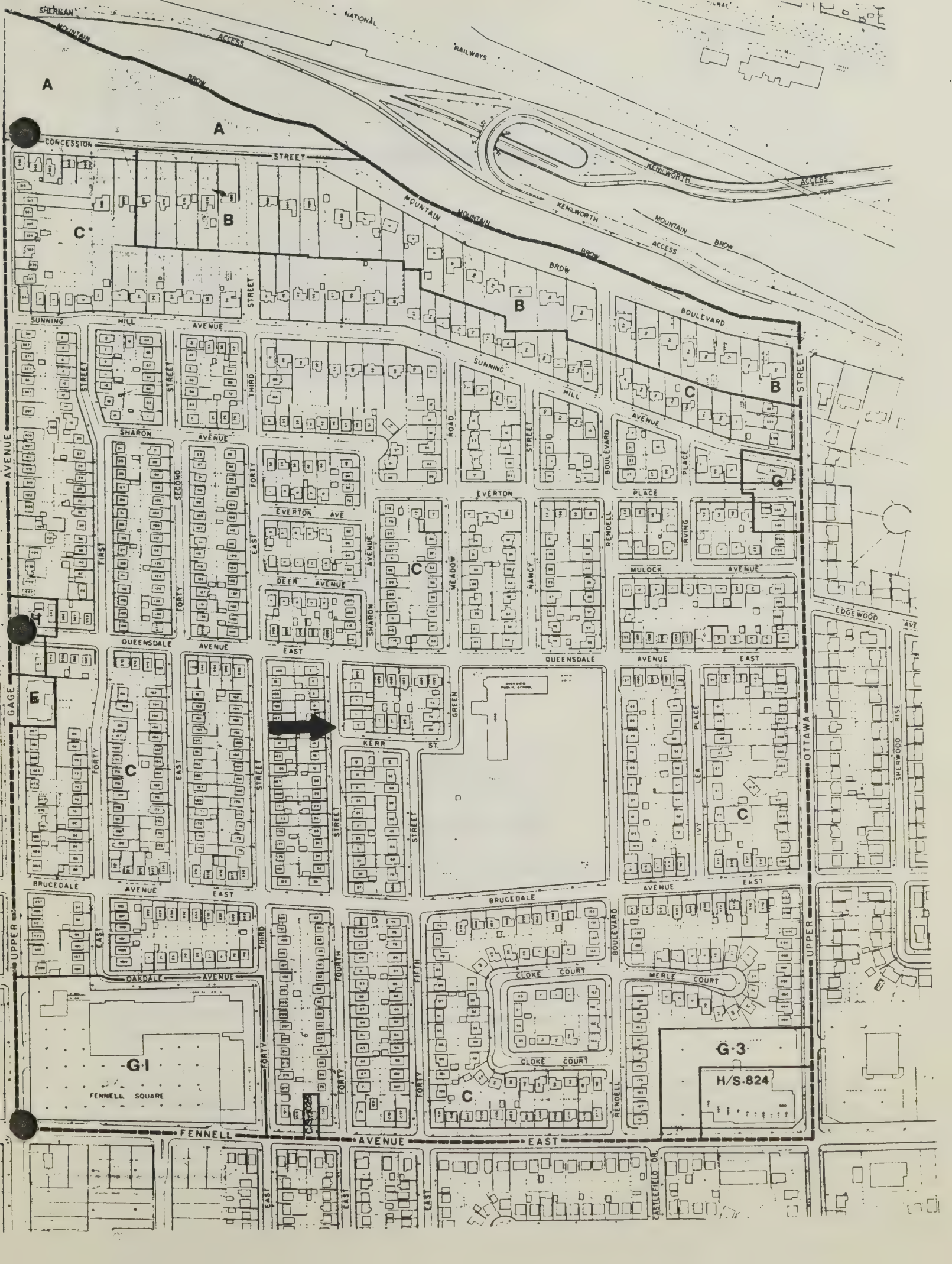
BACKGROUND:

Alderman Tom Jackson recently advised of a request that parking be prohibited on the east side of East 44th, north of Kerr, to facilitate driveway movements for a resident on the west side of the street in this area, and to improve visibility at the intersection of Kerr and East 44th.

East 44th has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate driveway movements and traffic flow. An investigation has revealed that parked vehicles on the east side of East 44th, north of Kerr do obstruct visibility for westbound motorists on Kerr attempting to enter East 44th. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in the loss of three legal on-street parking spaces. However, since all homes in this area have available off-street parking and since parking would still be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents. Both of the abutting residents support the request.


SHERMAN
MOUNTAIN
BROW
ACCESS
NATIONAL
RAILWAYS
KENILWORTH
ACCESS
MOUNTAIN
BROW
CONCESSION
STREET
SUNNING
HILL
AVENUE
BOULEVARD
SHARON
AVENUE
EVERTON
AVE
DEER
AVENUE
QUEENSDALE
AVENUE
EAST
MULOCK
AVENUE
EDGEWOOD
AVE
KERR
ST.
BRUCEDALE
AVENUE
EAST
OAKDALE
AVENUE
CLOKE
COURT
MERLE
COURT
FENNELL
AVENUE
EAST
FENNELL SQUARE
G-1
G-3
H/S-824
UPPER
OTTAWA
GAGE
ROAD
STREET
PLACE
BOULEVARD
RENDELL
IRVING
MEADOW
NANCY
GREEN
LEA
IVY
SHERWOOD
RISE
CASTLEFIELD
DR
A
B
C
D
E
F
G

8.2(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 16

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Balsam Avenue and Maplewood Avenue - Corner Clearance (TEC-246-91)

RECOMMENDATION:

a) That the existing "No Stopping" corner clearance on the south side of Maplewood Avenue which commences at Balsam Avenue and extends to a point 79 feet easterly therefrom, be shortened to 25 feet; and

b) That the City Traffic By-law 89-72 be amended accordingly

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

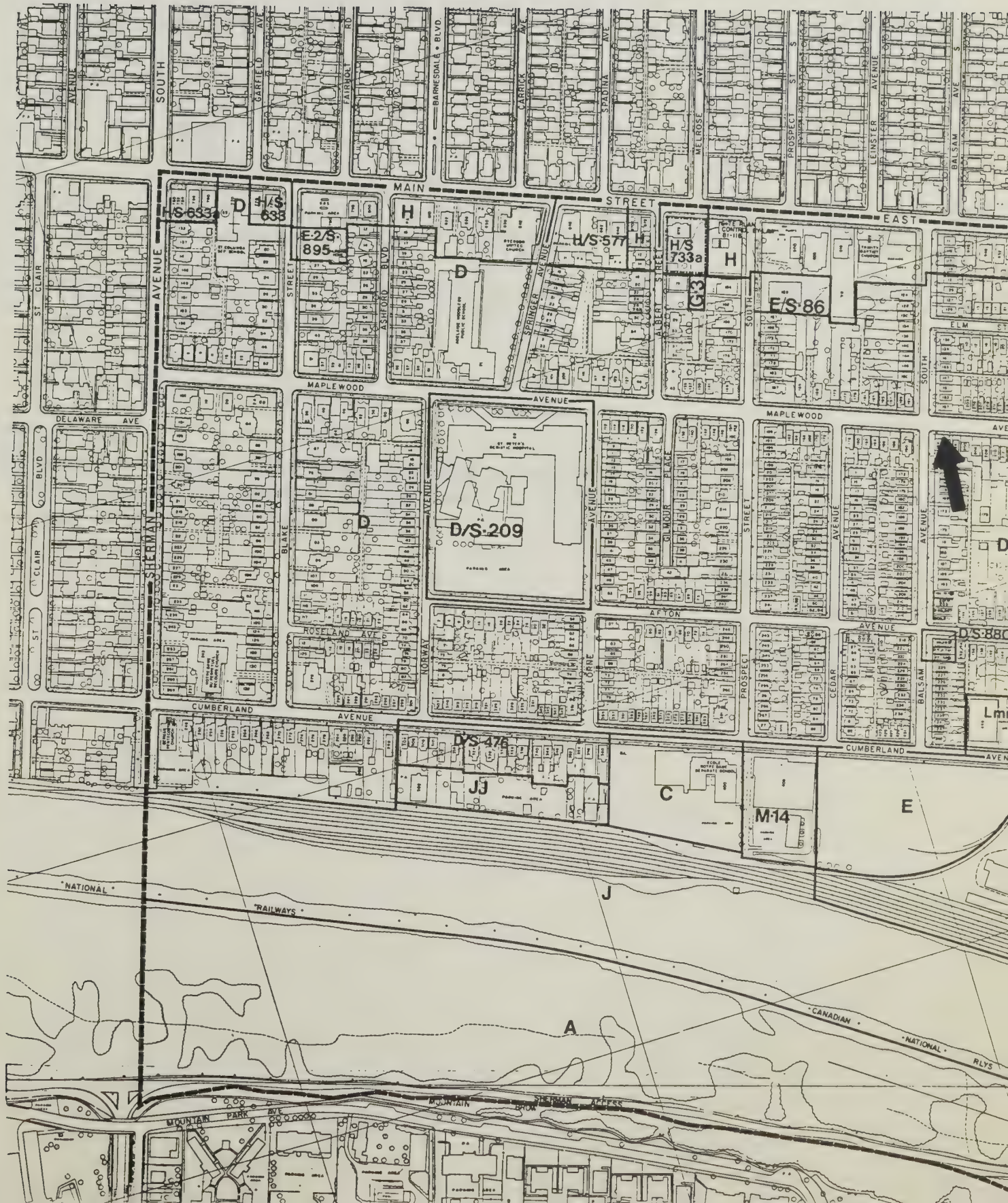
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

Alderman Brian Hinkley and Alderman Don Drury have advised of concerns expressed by Mr. Richard Blair, 194 Balsam Avenue South, regarding a recently implemented corner clearance on the south side of Maplewood, east of Balsam. They have requested that the subject corner clearance be removed or shortened.

The subject corner clearance was approved by the City Council on 1991 June 25, as a result of concerns expressed by Alderman Hinkley and Mr. Rakoczy, 192 Balsam Avenue South, regarding visibility at the intersection. The Traffic Department has reviewed this matter again and concluded that since there has not been a documented collision problem caused

by parked vehicles in this area, the corner clearance could be shortened to 25 feet without seriously affecting visibility at this location. Therefore, the Traffic Department concurs with the request. The Traffic Department recently contacted Mr. Blair to discuss this matter and he was completely satisfied with this proposal.


MAIN STREET EAST
H/S 633a
H/S 633
E-2/S 895
H/S 577
H/S 733a
F/S 86
D/S 209
D/S 476
D/S 880
MAPLEWOOD AVENUE
CUMBERLAND AVENUE
AFTON AVENUE
ROSELAND AVE
DELAWARE AVE
SHERMAN AVENUE
BLAKE AVENUE
SPRINGER AVENUE
ASHFORD BLVD
GILMOUR PLACE
NORWAY AVENUE
LORNE AVENUE
PROSPECT AVENUE
CEDAR AVENUE
BALSAM AVENUE
SOUTH STREET
ELM
J3
J
C
M-14
E
A
NATIONAL RAILWAYS
CANADIAN NATIONAL RLYS
MOUNTAIN PARK AVE
MOUNTAIN BROW
PEDESTRIAN ACCESS

8.3(i)

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Mr. M. Main, Director of Traffic Services Traffic Department	YOUR FILE:	
FROM:	Ms. T. Agnello, Secretary Transport and Environment Committee	OUR FILE: PHONE:	546-2729
SUBJECT:	**Intersection of Jackson Street West and Pearl Street - Intersection Control**	DATE:	1991 October 9

Please be advised that the above-noted matter was tabled to October 21, 1991 at the Transport and Environment Committee meeting of September 30, 1991 in order that residents concerns may be addressed.

T Agnello

cc: Alderman H. Merling
Alderman T. Cooke
Alderman M. Kiss
Mr. David Cumming, 309 Jackson Street West, Hamilton, Ont., L8P 1M6

tabled T+E Sept 30/91

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Jackson Street West and Pearl Street - Intersection Control. [TEC-209-91]

RECOMMENDATION:

a) That the direction of stop control at the intersection of Jackson Street West and Pearl Street be switched, such that westbound traffic on Jackson Street West would be required to stop for southbound traffic on Pearl Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

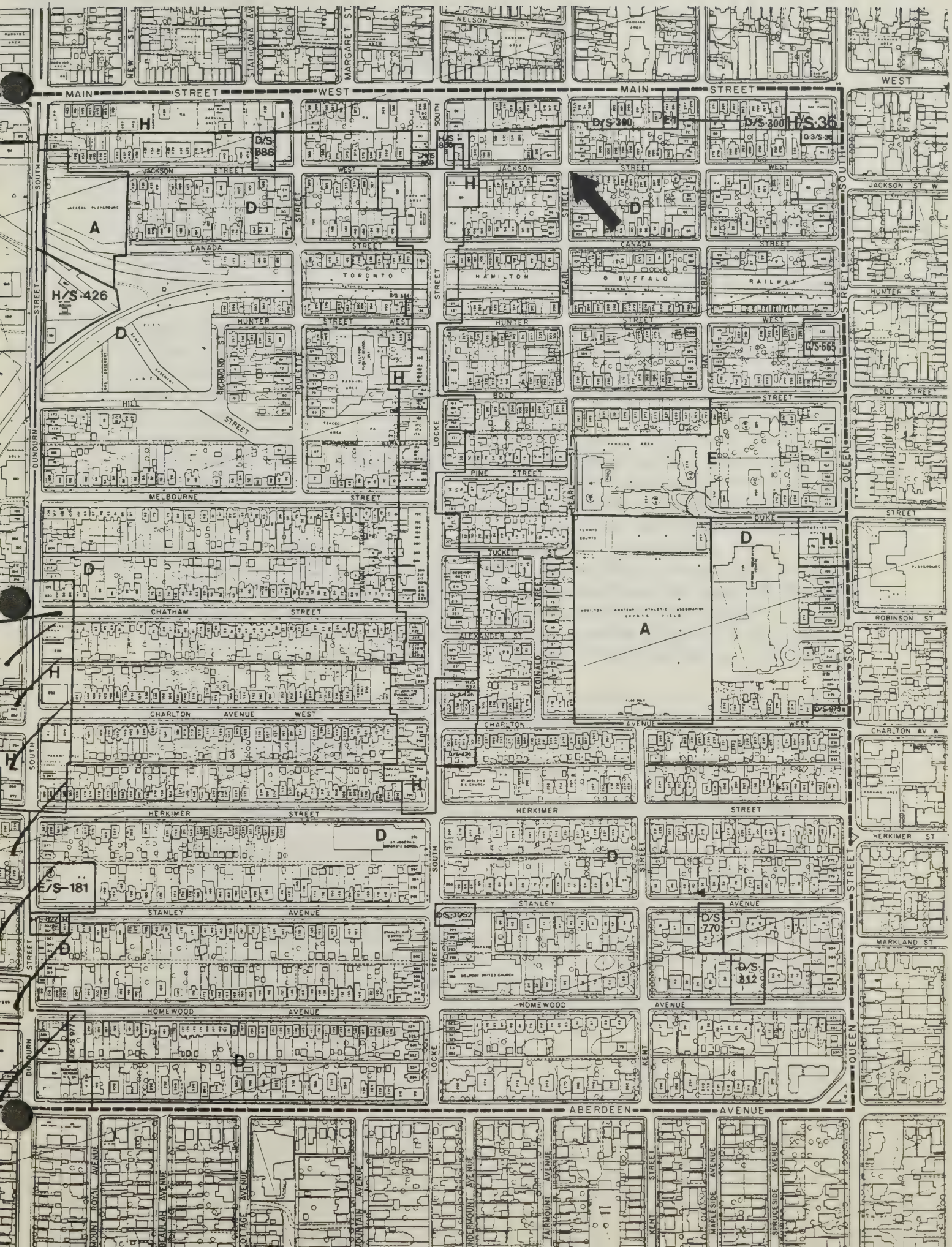
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss recently advised of a request that all-way stop control be implemented at the intersection of Jackson and Pearl. The subject intersection is a four-leg intersection of two one-way streets. Traffic Department records indicate that the intersection has experienced an average of 1.1 collisions per year over the past 7 1/2 years. This is a reasonably good collision record for this type of intersection.

The Traffic Department has concluded that all-way stop control is not warranted at this intersection at this time. However, a review of the existing stop control in this area has revealed that switching the direction of stop control at Jackson and Pearl would be beneficial to the stop control pattern on both of these streets. Therefore, the Traffic Department recommends that the direction of stop control at the intersection of Jackson and Pearl be switched from a southbound stop to a westbound stop.

90-Pk97


MAIN STREET WEST
MAIN STREET
NELSON ST
NEW ST
STATHCONA AVE
MARGARET ST
WEST
JACKSON STREET
JACKSON ST W
CANADA STREET
TORONTO STREET
HAMILTON & BUFFALO RAILWAY
HUNTER STREET
HUNTER ST W
BOLD STREET
PINE STREET
DUKE STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
ROBINSON ST
CHARLTON AV W
HERKIMER ST
MARKLAND ST
DUNDURN SOUTH
QUEEN SOUTH
LOCKE STREET
PEARL ST
BAY STREET
RICHMOND ST
DOUGLAS
HILL STREET
REGINALD STREET
KENT STREET
MAPLESIDE AVENUE
SPRUCESIDE AVENUE
FAIRMOUNT AVENUE
MOUNTAIN AVENUE
COTTAGE AVENUE
BEAULIEU AVENUE
ROYAL AVENUE
H/S-426
E/S-181
D/S-886
D/S-300
H/S-36
G/S-665
D/S-1052
D/S-770
D/S-812
D/S-977

T+E Mtg. Sept 30 91
Distributed at Mtg

Re: Item

309 Jackson Street West
Hamilton,
Ontario,
L8P 1M6

Friday, September 27, 1991

To the attention of:

The Chair and Members,
Transport and Environment Committee,
The Corporation of the City of Hamilton.

Re: Stop signs along Jackson Street West, Queen Street – Locke Street

I and my wife are owners and residents of 309 Jackson Street West, located at the southeast corner of the Jackson Street West and Pearl Street South intersection.

In recent correspondence (September 10, 1991) forwarded to us from Alderman Kiss' office we were somewhat surprised to learn of City plans to alter intersection stop signage. (Please note that Pearl St. addresses, 3 out of 4 intersection properties, did not receive notice of this change)

Undoubtedly there is a traffic safety issue on Jackson Street West, namely the innumerable, speedy, daily trips down Jackson by the Blue Line taxi cabs to their stop over area on the "yet to be developed commercial area" on the west side of Locke Street. I have personally witnessed the aftermath of one accident and one near miss this summer at the Jackson/Pearl intersection, both involving taxi cabs.

While stop signs at both intersections would definitely slow traffic as per Alderman Kiss' request I am somewhat perturbed that City staff have decided to recommend some other course of action, all without the benefit of any public input from Street and intersection (Pearl and Ray) residents.

The staff proposal and review (September 6, 1991), has determined that:

"switching the direction of stop control at Jackson Street and Pearl would be beneficial for the stop control pattern on both of these streets"

While staff may see this as of advantage for the stop control pattern I believe there will be a tremendous adverse effects to the people who live at this intersection, all who have families with young children, ourselves included. The most notable effect will be that of the excessive noise of breaking and accelerating cars, notably taxi cabs doing business during a 24 hour day.

Cars and taxi cabs will still be able to turn onto Jackson from Queen speed up down the slope of Jackson to Pearl, brake hard, stop (we trust) and then accelerate away. Clearly from a safety point of view I believe it is better to stop traffic at Ray and Jackson, a natural break in slope, in order to interrupt the build-up of speed to the Pearl intersection.

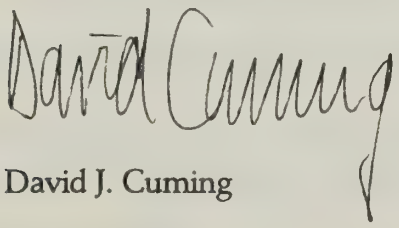
In the normal course of events I would have preferred to see both city staff and our elected representatives hold a meeting for Jackson Street residents to discuss the traffic issues in order that we may cope with all the matters that would inevitably arise.

Unfortunately, at this late stage, I am obliged to make strong objections to the proposal of city staff to change the stop signs at Pearl and Jackson.

Accordingly, I would urge the committee not to endorse the staff proposal. The present configuration of stop signage should be maintained until more careful thought has been given to this matter with the input of local residents.

I apologize that I cannot represent my views in person as I shall be out of the City for two weeks.

Yours truly,



David J. Cuming

c.c. Alderman Terry Cooke
Alderman Mary Kiss

8.3(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 20

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Brock Street and Hughson Street North - Intersection Control.
[TEC-218-91]

RECOMMENDATION:

a) That westbound traffic on Brock Street be required to stop for northbound and southbound traffic on Hughson Street North; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

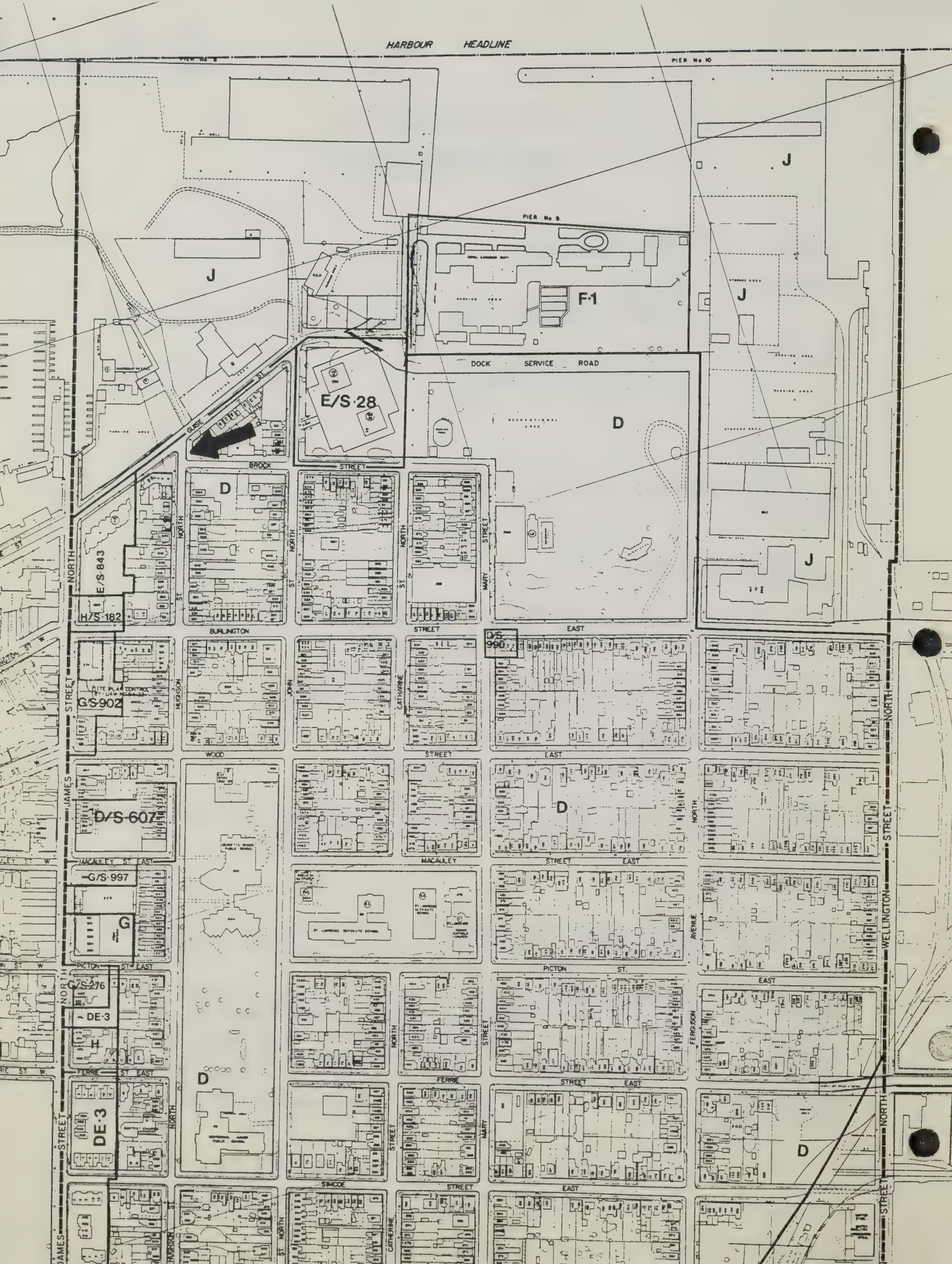
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bill McCulloch recently advised of a request that all-way stop control be implemented at the intersections of Brock and John and Brock and Catharine.

Traffic Department has concluded that all-way stop control is not warranted at either of these intersections at this time. However, the Traffic Department noted that there are no intersection control signs at the "T" type intersection of Brock and Hughson. Therefore, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that westbound traffic on Brock would be required to stop for northbound and southbound traffic on Hughson.


HARBOUR HEADLINE
PIER No 8
PIER No 10
PIER No 9.
DOCK SERVICE ROAD
J
F-1
E/S-28
D
GUSE ST.
BROCK STREET
NORTH ST
MARY STREET
E/S-843
H/S-182
BURLINGTON STREET
EAST
D/S-990
GS-902
SITE PLAN CONTROL BY-LAW HOLDING
HUGHSON
JOHN
CATHARINE
WOOD STREET
JAMES NORTH STREET
D/S-607
MACAULEY ST EAST
G/S-997
G
PICTON ST EAST
G/S-276
DE-3
H
FERRIE ST EAST
WELLINGTON NORTH STREET
FERGUSON AVENUE
SIMCOE STREET

8.3(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Gertrude Street and Albemarle Street and Gertrude Street and Rowanwood Street - Intersection Control. [TEC-217-91]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Gertrude Street and Lyndhurst Street; and

b) That northbound traffic on Albemarle Street be required to stop for eastbound and westbound traffic on Gertrude Street; and

c) That northbound traffic on Rowanwood Street be required to stop for eastbound and westbound traffic on Gertrude Street; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

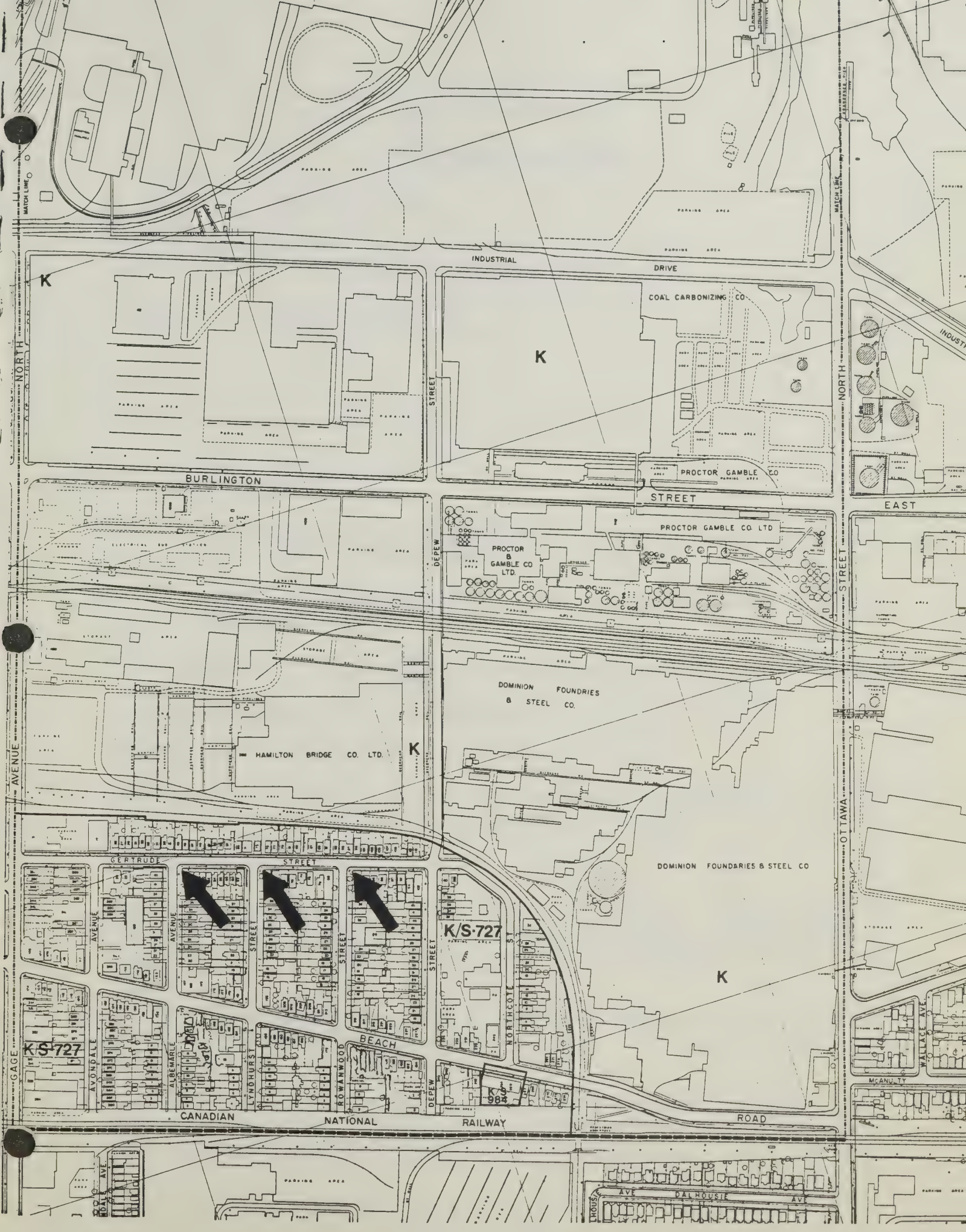
BACKGROUND:

Alderman Don Drury has advised of requests that three-way stop control be implemented at the intersections of Gertrude and Albemarle and Gertrude and Rowanwood.

Both intersections are "T" type intersections, and presently, there are no intersection control signs at either intersection. Traffic Department records indicate that there have been no reported collisions at the intersections in the past six years. Thus, the intersections are operating extremely safely.

The Traffic Department has concluded that three-way stop control is not warranted at either intersection at this time. However, as a safety measure related to the right-of-way at these intersections, the Traffic Department would not object to erecting a stop sign on the stem of these "T" type intersections such that northbound traffic on Albemarle and Rowanwood would be required to stop for eastbound and westbound traffic on Gertrude.

Notwithstanding, the intersection of Gertrude and Lyndhurst would be a suitable location for an east/west stop on Gertrude since there are presently no stop signs on Gertrude between Gage and Beach, a distance of approximately 1900 feet. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Gertrude and Lyndhurst.


INDUSTRIAL DRIVE
COAL CARBONIZING CO
PROCTOR GAMBLE CO
BURLINGTON STREET
EAST
PROCTOR GAMBLE CO LTD
PROCTOR & GAMBLE CO LTD.
DOMINION FOUNDRIES & STEEL CO.
HAMILTON BRIDGE CO. LTD.
DOMINION FOUNDARIES & STEEL CO
GERTRUDE STREET
K/S-727
K/S 984
CANADIAN NATIONAL RAILWAY
ROAD
DALHOUSIE AVE
MATCH LINE
NORTH
DEPEW
OTTAWA
GAGE AVENUE
AVONDALE
ALBEMARLE
LYNDHURST
ROWANWOOD
BEACH
NORTHCOTE ST
WALLACE AVE
McANULTY

8.3(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Barnstown Neighbourhood - Intersection Control. [TEC-222-91]

RECOMMENDATION:

a) That northbound traffic on Bastille Street be required to stop for eastbound and westbound traffic on Brigade Drive; and

b) That three-way stop control be implemented at the intersection of Brigade Drive (west leg) and Bonaparte Way; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

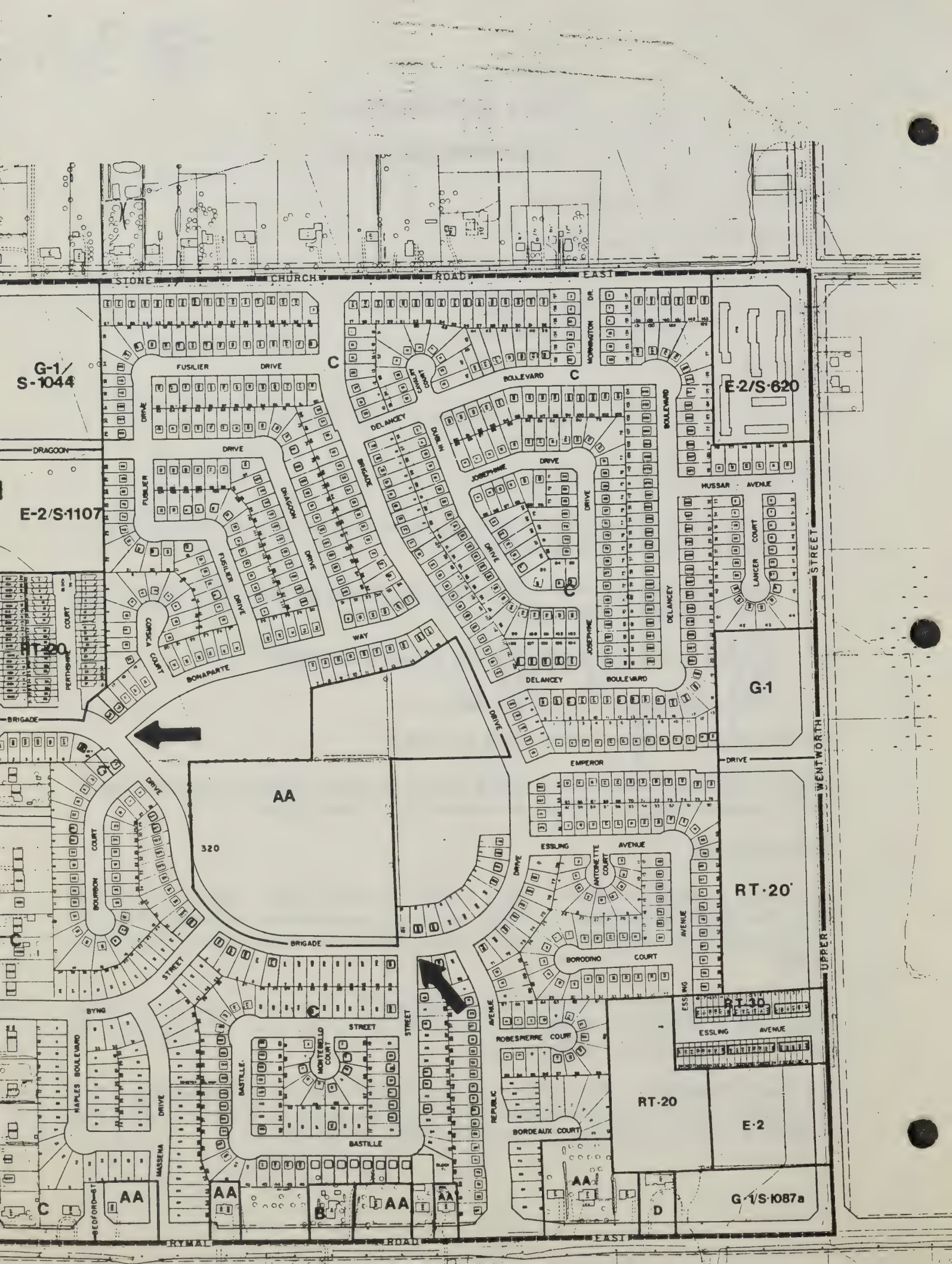
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Robert Beattie, 211 Brigade Drive, that three-way stop control be implemented at the intersection of Brigade (west leg) and Bonaparte and that stop control be implemented at the intersection of Brigade and Bastille.

The Traffic Department concurs with the request for three-way stop control at the intersection of Brigade (west leg) and Bonaparte since this is an intersection of two collector roadways for the neighbourhood.

The Traffic Department also concurs with Mr. Beattie's request for stop control at the intersection of Brigade and Bastille and recommends that northbound traffic on Bastille be required to stop for eastbound and westbound traffic on Brigade.


STONE CHURCH ROAD EAST
G-1/
S-1044
E-2/S-620
E-2/S-1107
RT-20
G-1
AA
320
RT-20
RT-20
E-2
G-1/S-1087a
RYMAL ROAD EAST
UPPER WENTWORTH STREET
FUSILIER DRIVE
DRAGOON DRIVE
BRIGADE WAY
BONAPARTE
CORSICA COURT
PERTHSHIRE COURT
DELANCEY BOULEVARD
DUBLIN DRIVE
JOSEPHINE DRIVE
MORNINGTON DR.
HUSSAR AVENUE
LANCER COURT
EMPEROR DRIVE
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
ROBESPIERRE COURT
BORDEAUX COURT
MONTEBELLO COURT
BASTILLE
BOURBON COURT
NAPLES BOULEVARD
BYNG
MASSENA
BEDFORD ST
REPUBLIC AVENUE

8.3(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 8

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Bow Valley Drive (north leg) and Vittorito Avenue - Intersection Control (TEC-234-91)

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Bow Valley Drive (north leg) and Vittorito Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The implementation of three-way stop control at this intersection would result in additional motor vehicle operating costs in the order of $10,000 per year.

BACKGROUND:

Alderman Dominic Agostino has advised of a request that three-way stop control be implemented at the intersection of Bow Valley Drive (north leg) and Vittorito Avenue. The subject intersection is a "T" intersection, and presently, southbound traffic on Bow Valley is required to stop for eastbound and westbound traffic on Vittorito. Immediately west of this intersection is a 90° turn in the roadway where Vittorito meets with the south leg of Bow Valley.

Traffic Department records indicate that there have been no reported collisions at the intersection or at the curve in the roadway since these streets were constructed in 1984. Therefore, any change in the intersection control could not improve upon this perfect safety record.

Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type

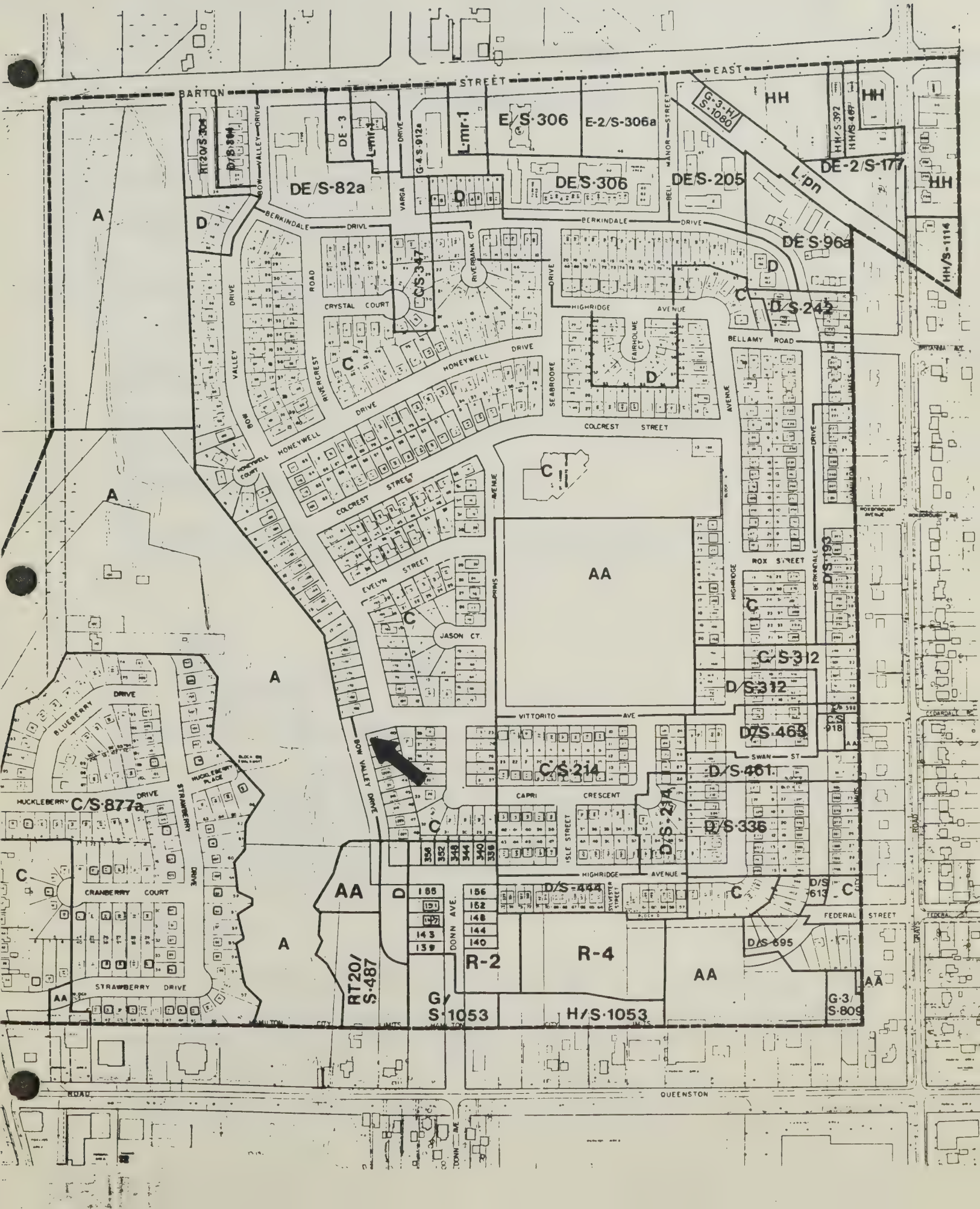
of location, and therefore, are not looking for a stop sign and the Traffic Department has found the violation rate to be relatively high. This could lead to a more serious condition, if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

In this particular case, the violation rate could be higher than at other locations due to the 90° turn in the roadway immediately west of the intersection which would restrict the visibility of the stop signs for northbound motorists on the south leg of Bow Valley. A northbound motorist would be expected to stop at a point only 50 feet around the corner from Bow Valley Drive, and this would be a bizarre and abnormal location for a stop sign.

The Traffic Department utilizes certain criteria as to when all direction stop control should be used at an intersection, but none of the criteria are met at this location at this time.

In 1987, former Alderman Shirley Collins advised of a request from area residents that three-way stop control be implemented at this intersection. However, the matter was tabled by the Transport and Environment Committee on 1987 May 4 and was not further dealt with.

For the above reasons, and most importantly the fact that eastbound and westbound stop signs would not be readily visible for motorists approaching the intersection from the south, and would be completely unexpected, the Traffic Department does not recommend three-way stop control.


BARTON STREET EAST
DE/S-82a
DE/S-306
DE/S-205
DE-2/S-177
DE-S-96a
E/S-306
E-2/S-306a
Lmr-1
DE-3
Lmr-1
G-4/S-912a
G-3-H/S-1080
HH
HH/S-392
HH/S-467
HH/S-1114
Lipn
D/S-384
RT20/S-304
BERKINDALE DRIVE
VARGA DRIVE
BELL MANOR STREET
VALLEY DRIVE
BOW VALLEY DRIVE
RIVERCREST ROAD
RIVERBANK CT.
CRYSTAL COURT
C/S-347
HONEYWELL DRIVE
HONEYWELL COURT
HIGHRIDGE AVENUE
FAIRHOLME CT.
SEABROOKE DRIVE
COLCREST STREET
BELLAMY ROAD
D/S-242
ROX STREET
D/S-193
EVELYN STREET
JASON CT.
PRINS AVENUE
BERKINDALE AVENUE
D/S-312
C/S-312
VITTORITO AVE
D/S-468
C/S-214
CAPRI CRESCENT
D/S-461
D/S-336
D/S-214
ISLE STREET
SWAN ST
C/S-877a
BLUEBERRY DRIVE
HUCKLEBERRY PLACE
STRAWBERRY DRIVE
CRANBERRY COURT
D/S-444
D/S-613
FEDERAL STREET
D/S-695
R-2
R-4
RT20/S-487
G/S-1053
H/S-1053
G-3/S-809
DONN AVE.
QUEENSTON ROAD
HAMILTON
WENTWORTH LIMITS

8.4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 24

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of West 5th Street and Chester Avenue - Request for School Crossing Guard **(TEC-221-91)**

RECOMMENDATION:

That a School Crossing Guard be assigned to the intersection of West 5th Street and Chester Avenue during the morning and evening crossing periods only.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to the intersection of West 5th Street and Chester Avenue during the morning and evening crossing periods is approximately $4,000.00. No funds were budgeted in the 1991 Traffic Department budget for additional School Crossing Guards. However, funds are available to assign a School Crossing Guard to this location for the remaining three months of 1991, due to savings resulting from staff vacancies in the School Crossing Guard program.

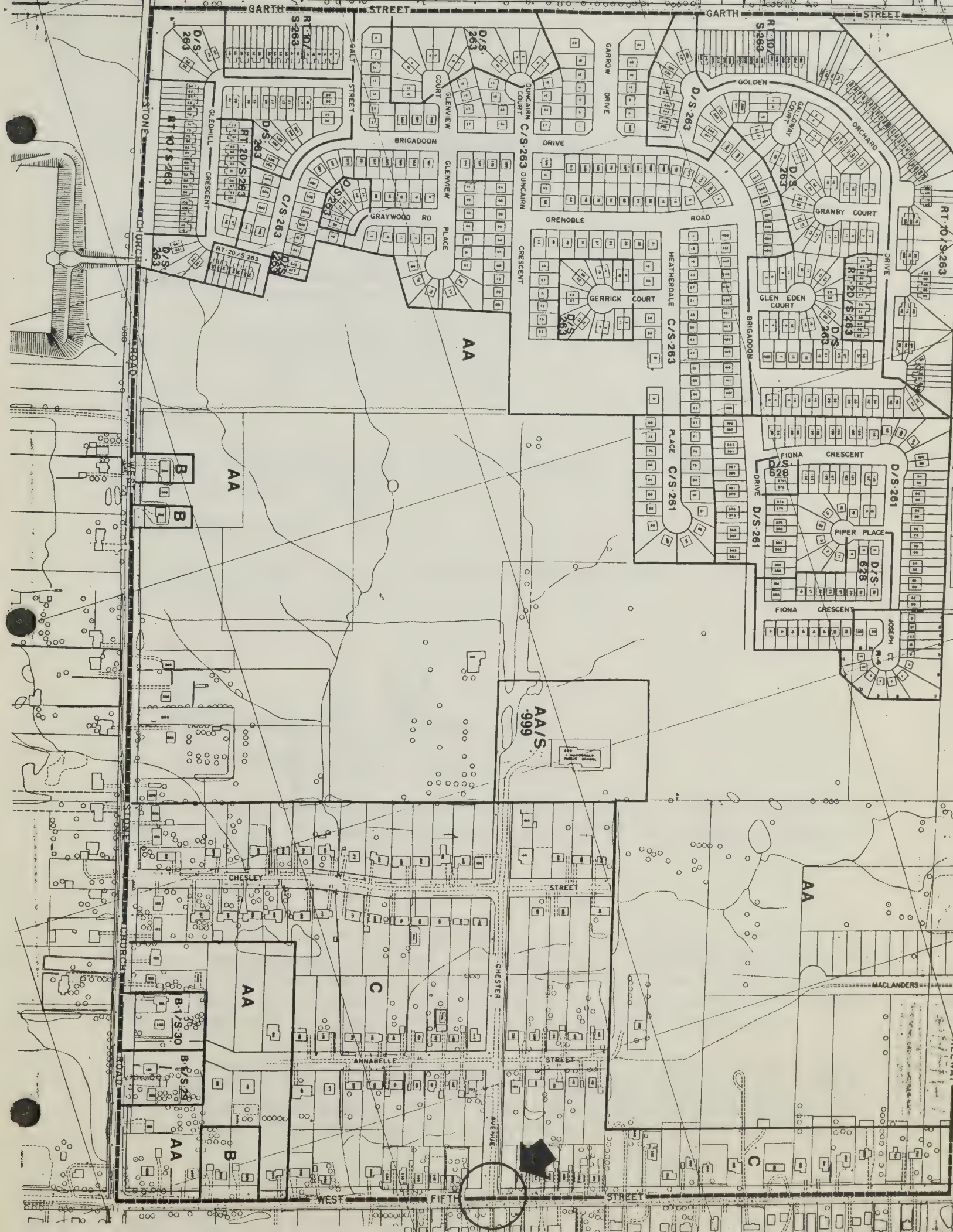
BACKGROUND:

The Traffic Department has received a request from an area resident that a School Crossing Guard be assigned to the intersection of West 5th Street and Chester Avenue. The Principal of James MacDonald School on Chester Avenue has also expressed his concern for the safety of the children crossing at this intersection. The Traffic Department conducted studies at this location on 1991 September 18.

Observations indicate that 14 children crossed West 5th Street in the morning and evening

crossing periods. There were no children observed to cross West 5th during the lunch time crossing periods, and no children crossed Chester during the entire two hour and 25 minute study. Traffic volumes on West 5th during the morning study period were approximately 700 vehicles per hour while during the evening study period volumes were approximately 600 vehicles per hour.

Observations of the children crossing indicated that the children had substantial problems crossing through the traffic on West 5th and in most cases had to wait on the gravel shoulder for several minutes before crossing the road. The Traffic Department conducted motor vehicle gap studies on West 5th and it was concluded that there were not enough safe gaps in traffic for the children to cross the roadway in safety. For these reasons, the Traffic Department recommends that a School Crossing Guard be assigned to the intersection of West 5th Street and Chester Avenue for the morning and evening crossing periods only.


GARTH STREET
GARTH STREET
GALT STREET
STONE ROAD
CHURCH ROAD WEST
GLEDHILL CRESCENT
COURT GLENVIEW
DUNCAIRN COURT
GARROW DRIVE
BRIGADOON DRIVE
GLENVIEW PLACE
GRAYWOOD RD
DUNCAIRN CRESCENT
GRENOBLE ROAD
HEATHERDALE PLACE
GERRICK COURT
GOLDEN ORCHARD DRIVE
GOLDEN GATEWAY
GRANBY COURT
GLEN EDEN COURT
BRIGADOON DRIVE
FIONA CRESCENT
PIPER PLACE
FIONA CRESCENT
JOSEPH CT.
CHESLEY STREET
CHESTER STREET
ANNABELLE STREET
MACLANDERS AVENUE
WEST FIFTH STREET
D/S 263
RT-10/S-263
RT-20/S-263
C/S-263
O/S-263
D/S-261
C/S-261
D/S-628
AA
AA/S-999
B
B-1/S-30
B-1/S-29
C

8.5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 September 30

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Elmwood Avenue and Upper Paradise Road - Request for a School Crossing Guard (TEC-225-91)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Upper Paradise Road and Elmwood Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any intersection in the City is approximately $6,000.00 per year. No funds were budgeted in the 1991 Traffic Department budget for additional School Crossing Guards.

BACKGROUND:

Alderman Don Ross has advised of a request from Mrs. Smyth, 158 West 28th Street, that a School Crossing Guard be assigned to cross Holbrook Public School children at the intersection of Elmwood Avenue and Upper Paradise Road. The Traffic Department conducted studies at this location on 1991 September 24. At that time, Sanatorium Road, which is located one block south of Elmwood Avenue, was under re-construction.

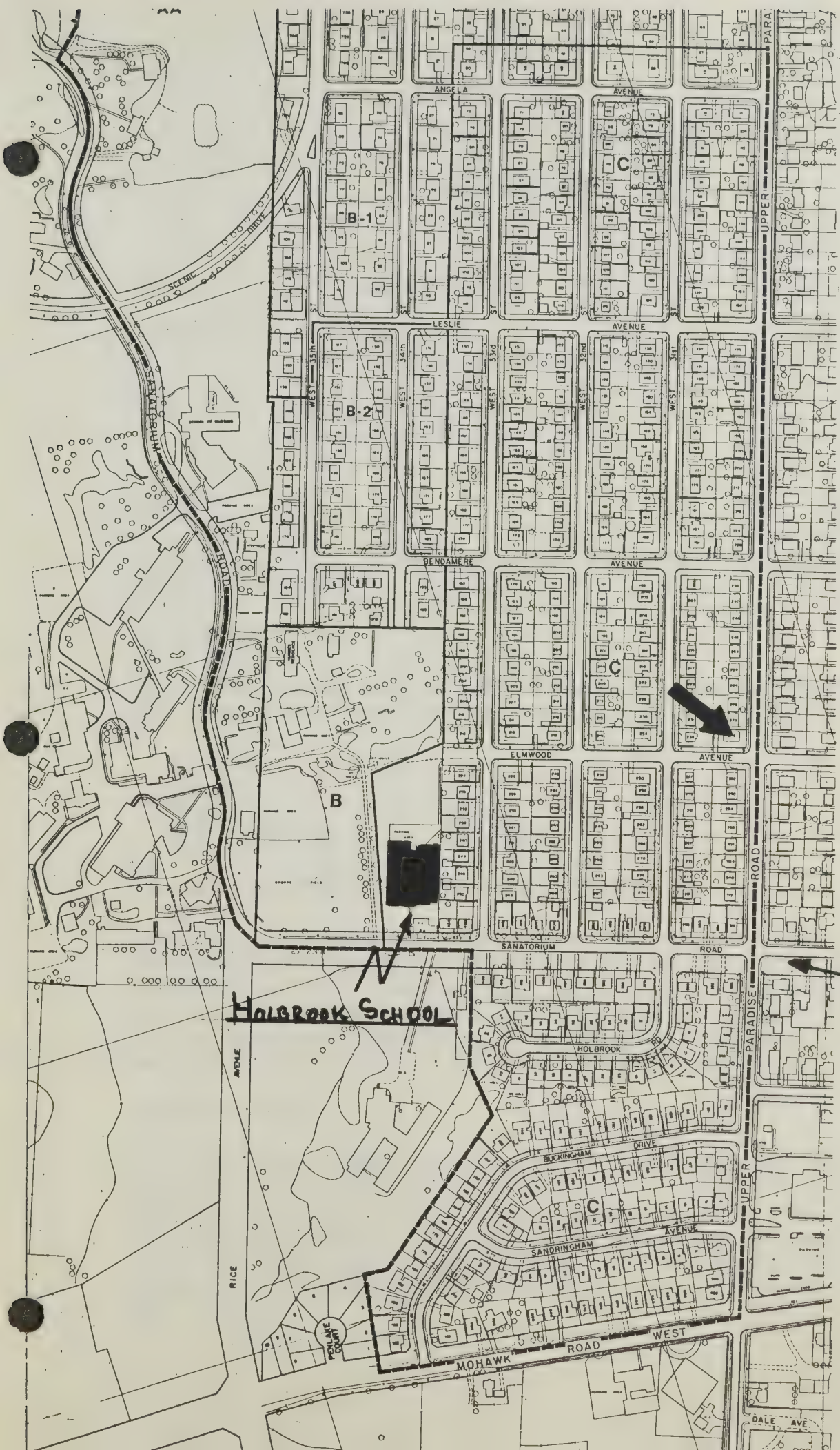
It was observed that; during the morning crossing period 18 children crossed Upper Paradise and eight children crossed Elmwood, during the lunch time dismissal period 11 children crossed Upper Paradise and three crossed Elmwood, during the lunch time entry period, seven children crossed Upper Paradise and no children crossed Elmwood, and

during the evening crossing period 13 children crossed Upper Paradise and nine crossed Elmwood. Therefore, during the two hour study period, 51 children crossed Upper Paradise of which approximately 44 were students of Holbrook School, while 20 children crossed Elmwood Avenue.

Traffic volumes on Upper Paradise were observed to be approximately 500 vehicles per hour during the morning period, 350 vehicles per hour during the lunch time period, and 700 vehicles per hour during the evening study period. Observations of children crossing Elmwood indicated that the children crossed easily and safely with the eastbound and westbound stop control installed at this intersection. However, children crossing Upper Paradise experienced delays while waiting for a break in traffic and had some problems crossing through moving vehicles, especially during the morning and evening crossing periods. The Traffic Department conducted a motor vehicle gap study and determined that there were an insufficient number of safe gaps in Upper Paradise traffic to enable the children to cross the roadway unattended.

Normally, under such circumstances the Traffic Department would recommend that a School Crossing Guard be assigned to the intersection. However, the front door of Holbrook School is located on the north side of Sanatorium Road at Rice Avenue, and Elmwood Avenue leads to the back of the school and the playground. In addition, there are no sidewalks along Elmwood between Upper Paradise and the school but there are sidewalks on Sanatorium from Upper Paradise to the school. Therefore, any Holbrook student who wishes to cross Upper Paradise can do so safely with the School Crossing Guard at Sanatorium and Upper Paradise which is one block south of Elmwood and can continue along the sidewalk on Sanatorium Road to the school. This route is approximately the same distance to the school as it is along Elmwood Avenue and does not require the children to walk out of their way.

The Traffic Department has contacted the Principal of Holbrook School who advised that up until construction commenced on Sanatorium most children crossed Upper Paradise with the Guard at Upper Paradise and Sanatorium. The Principal also advised that since the sidewalks have been rebuilt on Sanatorium the children who cross Upper Paradise at Elmwood do so only as a matter of convenience. Therefore, the Principal has agreed to advise all students and parents that the appropriate route to the school is to cross Upper Paradise Road with the Guard at Sanatorium Road and to continue along Sanatorium to the school. For these reasons, the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Upper Paradise and Elmwood Avenue. The Principal of Holbrook School concurs with this recommendation.


ANGELA AVENUE
LESLIE AVENUE
BENDAMERE AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
SCENIC DRIVE
UPPER PARADISE ROAD
HOLBROOK PD
BUCKINGHAM DRIVE
SANDRINGHAM AVENUE
MOHAWK ROAD WEST
RICE AVENUE
DALE AVE
B-1
B-2
B
C
HOLBROOK SCHOOL
EXISTING GUARD

8.6

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 11

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Upper Wentworth Street and Vickers Road - request for School Crossing Guard. **(TEC-243-91)**

RECOMMENDATION:

That a school crossing guard be assigned to the intersection of Upper Wentworth Street and Vickers Road during the morning and evening school crossing periods only.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

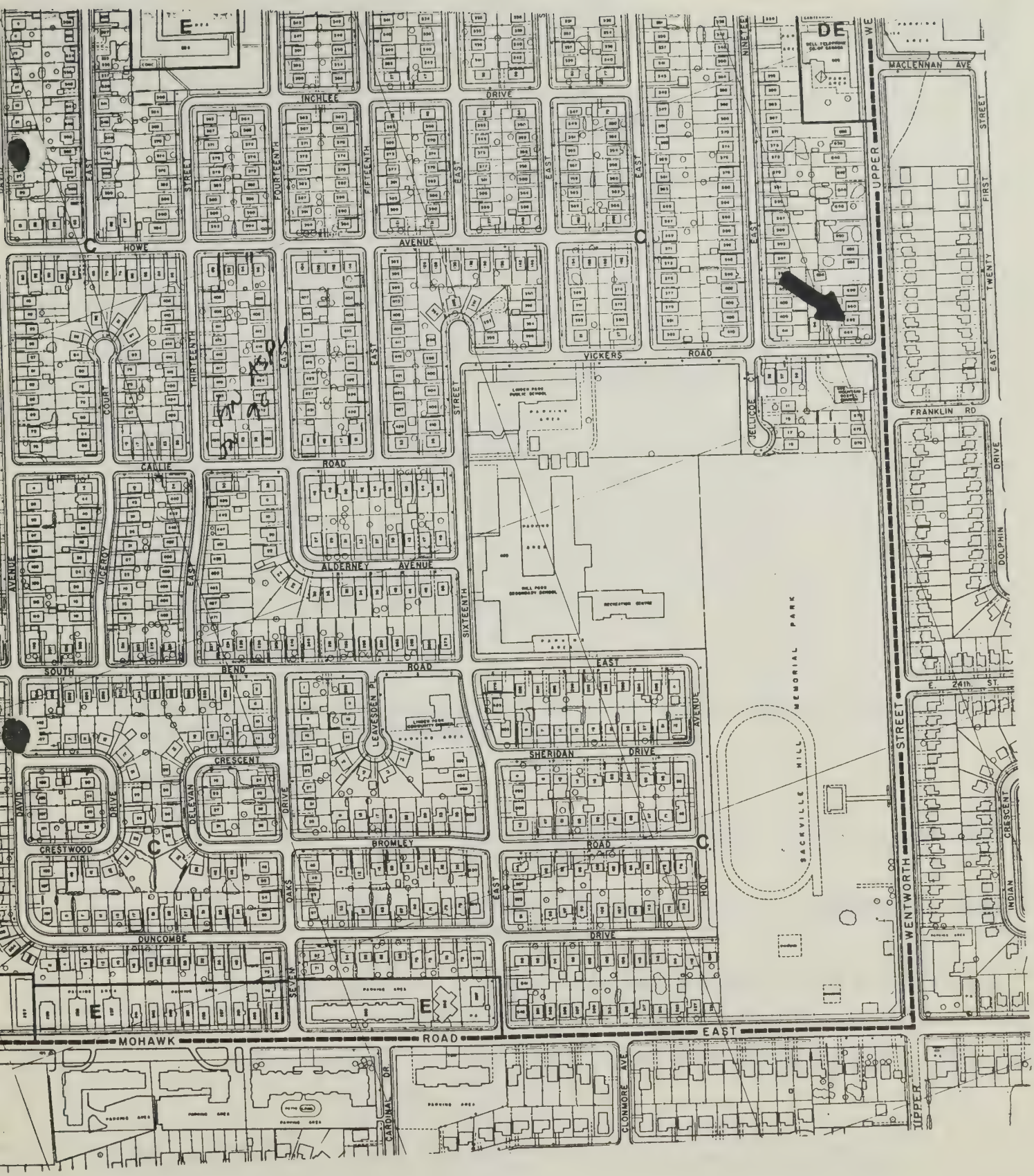
The cost to assign a School Crossing Guard to the intersection of Upper Wentworth Street and Vickers Road during the morning and evening school crossing periods is approximately $4,000.00 per year. No funds were budgeted in the 1991 Traffic Department budget for additional School Crossing Guards. However, funds are available to assign a School Crossing Guard to this location for the remaining three months of 1991, due to savings resulting from staff vacancies in the School Crossing Guard program.

BACKGROUND:

Alderman Henry Merling and Alderman John Gallagher have advised the Traffic Department of a request from Mr. Geoffrey Korz, School Trustee for the Board of Education for the City of Hamilton, that a School Crossing Guard be assigned to the intersection of Upper Wentworth Street and Vickers Road to assist children attending schools in this area and to cross children from Franklin Road School who cross Upper Wentworth to attend swimming classes at Hill Park Recreation Centre during the school day.

The Traffic Department conducted studies at this intersection on 1991 October 07. It was observed that approximately 8 elementary school children crossed Upper Wentworth during the morning crossing period and approximately 4 elementary school children crossed Upper Wentworth during the evening period. Observation indicate that these children experienced delays and had difficulties crossing the roadway. No elementary school children were observed to cross during the lunch dismissal period, while two children crossed Upper Wentworth with their parents during the lunch entry period.

The Traffic Department has contacted the principal of Franklin Road School who has advised that students from his school attend swimming classes at Hill Park Secondary School on Thursdays at 9:00 a.m. and at 11:00 a.m. These students are always accompanied by a teacher when travelling between the two schools. The School Crossing program is designed to assist children who must cross busy roadways on their way to and from school. However, this swimming class is an optional activity which takes place periodically during the school day. Therefore, it is inappropriate to put a Guard on duty to serve children attending these swimming classes. However, the Traffic Department recognizes the need for a school crossing guard at this location for children who must cross Upper Wentworth Street to attend school and recommends that a School Crossing Guard be assigned to the intersection of Upper Wentworth Street and Vickers Road during the morning and evening crossing periods only.



22	68	42

CITY OF HAMILTON

8.7

CITY OF HAMILTON

- RECOMMENDATION -

OCT 16 1991

DATE: 1991 October 16

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Parkdale Route - Bus Stop Relocations **(TEC-212-91)**

RECOMMENDATION:

i) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop relocations be approved:

Route 11 Parkdale

-Northbound - Delete - Mount Albion Road, East side, 91 feet north of Hixon Road (F/S).

- Add - Mount Albion Road, East side, 39 feet south of Hixon Road (N/S).

-Southbound - Delete - Mount Albion Road, West side, 50 feet North of Hixon Road (N/S).

- Add - Mount Albion Road, West side, 85 feet South of Hixon Road (F/S).

ii) That the City of Hamilton Traffic By-law 89-72 be ammended accordingly.

Murray F. Main

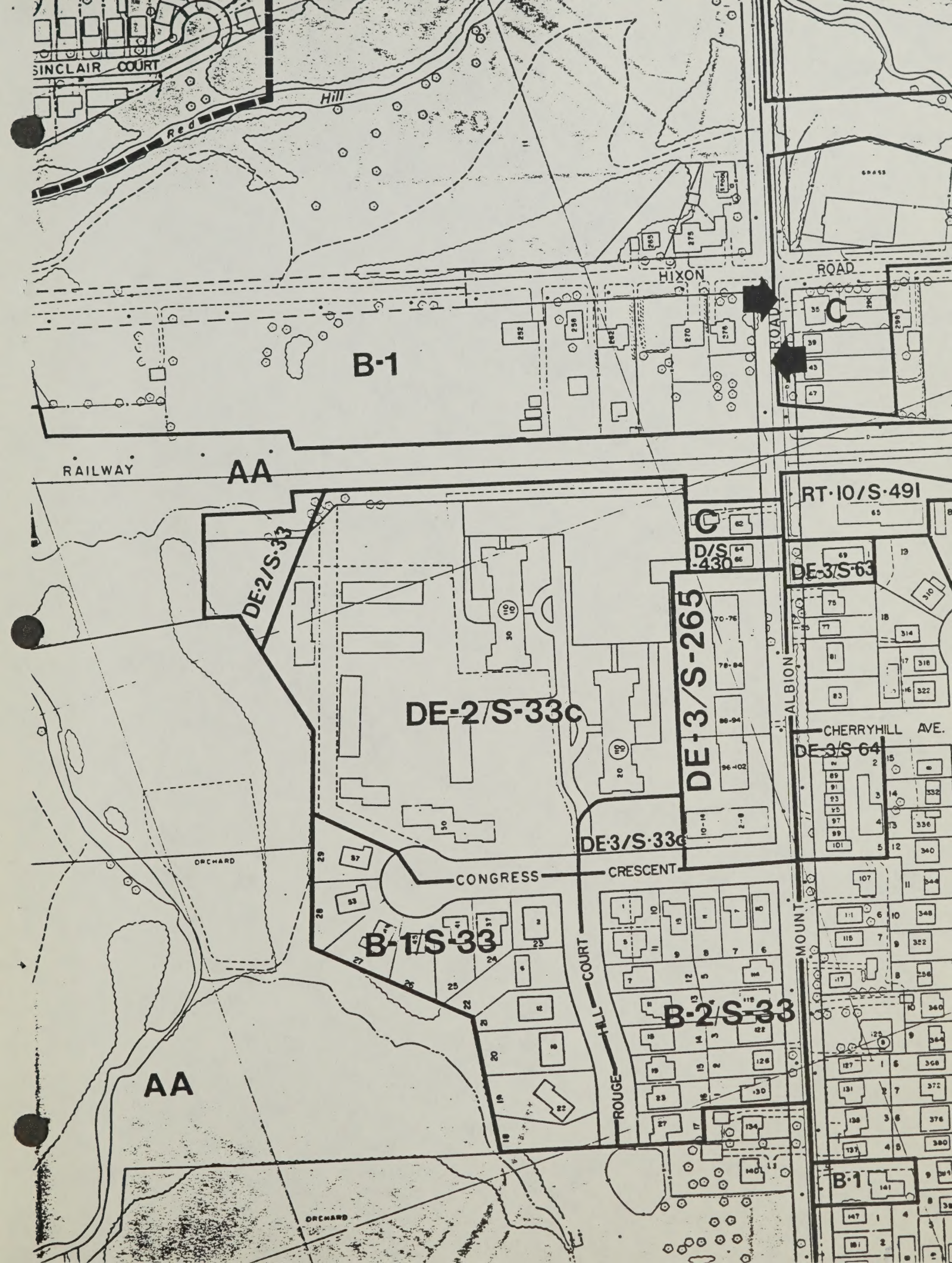
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

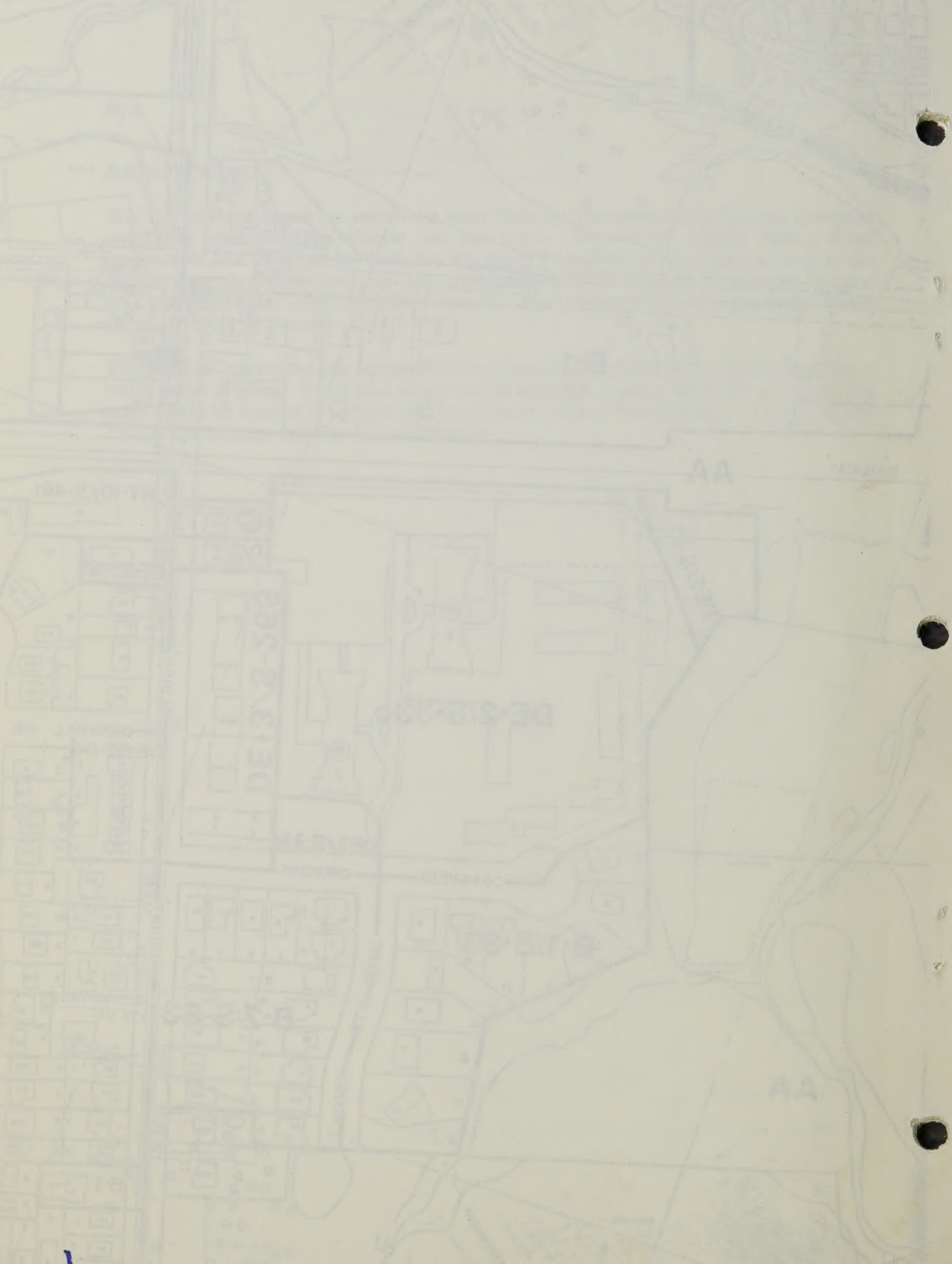
N/A

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company requesting permission to relocate two bus stops. Due to the Mount Albion Road realignment, the HSR has advised that bus driver's visibility of passengers waiting at the stops is severely reduced and also passengers waiting at the stop are now forced to stand on a gravel shoulder rather than on a sidewalk. The proposed bus stop relocations would eliminate these problems.

The Traffic Department has reviewed these proposals and finds them satisfactory from a traffic point of view. There will be no loss of on-street parking since the proposed bus stops would be located in areas which are presently signed "No Parking". Therefore, the Traffic Department concurs with the request.


SINCLAIR COURT
Red Hill
HIXON ROAD
B-1
C
RAILWAY
AA
RT-10/S-491
C
D/S-430
DE-3/S-63
DE-2/S-33
DE-3/S-265
DE-2/S-33c
ALBION
CHERRYHILL AVE.
DE-3/S-64
DE-3/S-33c
ORCHARD
CONGRESS CRESCENT
B-1/S-33
ROUGE HILL COURT
MOUNT
B-2/S-33
AA
ORCHARD
B-1



ACCOPRESS®

5070	YELLOW/JAUNE	BY2507
5071	BLACK/NOIR	BG2507
25072	BLUE/BLEU	BU2507
25073	R. BLUE/BLEU R.	BB2507
25074	GREY/GRIS	BD2507
25075	GREEN/VERT	BP2507
25077	TANGERINE	BA2507
25078	RED/ROUGE	BF2507
25079	X. RED/ROUGE X.	BX2507

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TORONTO CANADA

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